

THE Hongkong Weekly Press

AND China Overland Trade Report.

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BIRTHS.

On June 30th, at Oldenburg, Germany, the wife of E. RUHSTRAT, I. M. Customs, of a daughter.
On July 26th, at "Taikoo," Tientsin, the wife of G. T. EDKINS, of a son.
On August 10th, at Peitaiho, the wife of KARL F. MELCHERS, Tientsin, of a daughter.
On August 18th, at No. 12, Arbuthnot Road, the wife of CHARLES MOONEY, of a daughter.

MARRIAGES.

On July 10, at Edinburgh, FRANCIS ARTHUR AGLEN, Co. missioner, Imperial Maritime Customs, China, to ISABEL MARION AGNES (SENCA), daughter of Professor BAYLEY BALFOUR, Iverleith House, Edinburgh.
On August 11, at Shanghai, GERALD CROSS, Surgeon, R.N., eldest son of JOHN CROSS, M.D., London, to ETHEL GRAY, daughter of JAMES GRAY, Shanghai.

DEATHS.

At the Peak Hospital, on the 19th inst., SAUL ABDULLA JOSEPH, aged 56 years. Deeply regretted. — Shanghai and Indian papers please copy. [1566
On July 28th, at Ardoch, Kuling, ALICE, third daughter of the late JAMES JOHNSTON, banker, Dumfries, Scotland.
On August 3rd, at the Shanghai General Hospital, LEONILDA, wife of Mr. A. HAHM, of Hongkong.
On August 3rd, at St. Brise, Jersey, W. J. CLARKE, late of Shanghai, in his 68th year.
On August 9th, at Nagasaki, Japan, JEAN BAIN NAKSON, aged 2 years and 11 months.
ROZALIA PRISCA RICCI e REMEDIOS, filhas e genros com summa magoa participam a todos os seus parentes, amigos e conhecidos em Hongkong e Macau o falecimento de seu caro esposo, pae e sogro, SEBASTIAO BENJAMIN DOS REMEDIOS que ocorreu em Shanghai aos 20 de Julho p.p., e pedem que nao se esquecam d'elle nas suas oracoes.

Hongkong Weekly Press.

HONGKONG OFFICE: 10A, DES VŒUX ROAD CL.
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ARRIVAL OF MAILS.

The German Mail of July 17th arrived, per the ss. *Sachsen*, on Tuesday, the 14th instant: and the French Mail of July 20th is expected to arrive, per the ss. *Polynesian*, some time to-day.

FAR EASTERN NEWS.

The appointment of the Attorney General, Sir H. S. Berkeley, as one of His Majesty's Counsel at Hongkong, is gazetted.

Mr. J. W. Ross-Taylor, lately manager of the Russo-Chinese Bank here, has been appointed general manager in Japan of the Anglo-Japanese Bank.

Dr. Sven Hedin is making good progress on his journey to the northern frontier of Kashmir. He will presumably enter Western Tibet from Chinese Turkestan in the course of the next two months.

Messrs. E. S. Kadoorie & Co. are in receipt of telegraphic advice from Shanghai to the effect that the Shanghai and Hongkew Wharf and Godown Co. has declared an interim dividend of 11s. 8 per share.

Messrs. E. S. Kadoorie & Co. are advised that the Maatschappij tot Mij, Bosch en Landbouwerexploitatie in Langkat, has declared a third interim dividend of 11s. 7½ per share making 11s. 22½ so far for this year.

A dispatch from Nanchang, the capital of Kiangsi province, reports that ten men were executed outside the Tshsheng gate of that city at daybreak on July 3. They had taken part in the murderous attacks on missionaries.

From the extract of meteorological observations made at the Hongkong Observatory during the month of July we note that the total maximum temperature was 87.7 deg; the minimum, 79.5 deg; and the total rainfall 6.945 inches.

According to a statement emanating from Peking the Travelling Commissioners have already presented a memorial to the Emperor and the Empress Dowager recommending the adoption of the Japanese constitution as most suited to the special conditions obtaining in China.

The track of the Whampoa line has already been surveyed and pegged out and the prices the Company is to pay for the land published. In connection with this it is proposed to enlarge the harbour at Whampoa and the prices to be paid for land required by Government has also been fixed.

The body of Sergeant William M. Deas, of the H. K. V. C., was interred at Happy Valley on August 18th with full military honours. Mr. Deas was a native of Dundee, who had resided continuously for over twelve years in Hongkong. He was head store-keeper for the Hongkong, Kowloon, and Whampoa Dock Co., Ltd. He died of typhoid fever.

The attempt of the Shanghai Taotai to show that the Mixed Court compound is not in the jurisdiction of the Municipal Council failed. Armed police attended to stop the building that was being erected in defiance of the Council, and though workmen came, they did not persist in the job. Volunteers were armed for a day or two, but all passed off quietly.

A Peking telegram reports the arrival in that city of Dr. Timothy Richard on the 6th inst. It will be remembered that Dr. Richard was invited to Peking by the Ministers of the Waiwupu to confer with them in reference to a proposed "Religious" Treaty for the maintenance of thorough good relations between Christians and non-converts throughout the Empire.

A Tokyo telegram to the *N. C. Daily News* says that on August 8 a hundred mounted bandits attacked Pitsewo. A police troop delivered a counter-attack and after a stubborn resistance the bandits were finally repulsed, leaving five of their number dead and a large quantity of rifles and ammunition in the hands of the police. There were no casualties on the Japanese side.

The Council of State Affairs is preparing a memorial to the Throne recommending the appointment of a Premier and two Vice Ministers-in-chief, who shall be placed at the head of affairs in Peking with control over the Great Boards, and that the Board of Rites be abolished as well as the minor courts with the exception of the Censorate. If this measure be sanctioned Prince Ching is expected to be the first Premier under the new régime.

There died at Chefoo on the 4th inst. Rear-Admiral Charles Jackson Train, commanding the American fleet in Asiatic waters. The Admiral was sixty-one years old and had been in command of the Asiatic fleet since September, 1904. He was spending the summer as usual at Chefoo, but had been down to the Philippines in order to receive the dry-dock *Dewey* on its arrival there. The command of the fleet devolves on Rear-Admiral Dayton, who with his flagship, the *Rainbow*, is now at Cavite.

The death took place last week at the Peak Hospital of Mr. S. A. Joseph, share and exchange broker, in his 57th year. The deceased, who occupied a leading position in the local Jewish community, being a Hebrew writer of some repute, leaves a wife and four children. Death was due to an acute attack of pneumonia. Mr. Joseph came to China in the seventies as agent for Sassoon and Company, but started business for himself in 1883.

Kwok Tsun, the third wife of the accountant and manager of a firm of general dealers at 60, Bonham Strand, committed suicide by hanging on Aug. 13th. From details which the police gathered, it appears that her husband resides principally at Soochow. When last he visited Hongkong he took his first and second wives away with him, leaving the deceased here alone. It is alleged that she grew despondent, said her husband did not care for her, and at times threatened to end her life. At length she put her threat into execution, and when her room was entered on Monday morning her body was found hanging from a rail of the bed tester by a handkerchief which was fastened round her neck.

THE JUMPING FROG OF MANCHURIA.

(Daily Press, 11th August.)

It seems that it is proposed to bring the foreign trade of Manchuria under the control of a huge monopoly, to be under the direct control of the Japanese Government. Not to appear too daring to foreign countries, the monopoly is to be nominally divided into two: one to have complete control of the communications, the other of the articles of trade, cotton goods, textiles and yarn, cement, beer, marine products, timber, etc. With regard to the former, the object is stated to be the working of the railways and collieries of Manchuria. For this purpose the Government establishes a company, the shares in which shall be exclusively the property of the Japanese and Chinese Governments or subjects of either; the Japanese Government to put into the company the railway or other property held by it in Manchuria. Shares are to be issued to the public to the nominal extent of one-fifth of the capital, but the shareholders shall not be required to pay up more than one-tenth of their nominal value. The head office of the Company is to be at Tokyo. All the officers shall be actually appointed by the Japanese Government, and their salaries shall likewise be fixed by it, and during their term of office they shall be absolutely debarred from undertaking any other business. The whole of the control, financial or otherwise, shall be under the Government. As under the treaty with China, Japan cannot hold railways and collieries in Manchuria, the company is nominally arranged under the joint authority of the two Governments, but it will be seen that the effective control will rest exclusively with the Japanese Government. As to the use to which the organisation is to be put we find the explanation in another association, also to be in the hands of the Japanese Government. Five of the principle cotton manufacturing companies about Osaka have agreed to make a gigantic organisation for the purpose of controlling the export of Japanese cotton goods to Manchuria, and the Government has practically agreed to finance the whole affair, the Manchurian agency of which is to be placed in the hands of the Mitsui Company. Although the Government has not in so many words actually appeared as yet as the promoter, it should not be difficult to trace its sympathetic encouragement. The Government, then, is to guarantee in the first instance a loan of six million yen at four per cent., the loan is to be advanced in gold in Japan but to be repayable in silver at the various points in Manchuria. The company is to export a minimum of 12,000 bales, valued at 1,200,000 yen, per annum, and the Mitsui Company is to sell it at the best price obtainable, possibly even at a loss, if necessary to move the goods. It is not to be considered necessary that the goods should be paid for in the first instance, the company being authorised at their discretion to sell on credit. If any one concern succeed in selling goods in any one year to the value of five million yen, the Government will allow it a rebate of one half per cent. on its advances. The goods are to be carried along the railways free of charge, or at most to pay half freights; and a similar arrangement is to be made with regard to all goods carried by Japanese steamers. Finally, for all this work, the Mitsui Company is to make no charge whatever to the shipper, it being understood that that company is doing its best to push on the trade, in order

to successfully promote the business in the face of inevitable competition. It is clear that the intention of the Japanese Government all through, while keeping to the letter of its engagements, is to get and keep as much of the foreign trade of Manchuria in its own hands as it can, or to render it so unprofitable to others that they will be glad to withdraw. This is bound to be a sore point with the rest of the commercial world, and Japan, having arranged such a favourable handicap, can afford not to take offence if we grumble and say unkind things. Besides, there has been so much sickening nonsense talked about her "bushido" spirit that it is not to be wondered at if the pendulum of public opinion swings back violently and far. The thing to remember is that Japan has entered the war of commerce "for keeps", and this is the sort of war in which all is fair. Japan is a gigantic Trust, and those who cry down Trusts, it has been noticed, are those who make nothing out of them, perhaps even lose by them. But those who are inside call it good business, and remind us that it is quite legal. Every Japanese, from the highest to the lowest, seems to be a stockholder in the Japan amalgamation; and if soldier and statesman and civilian are pulling together for their own interests, it is difficult to see room for either praise or blame. Yet it is rather amusing to find some British tariff reformers expressing annoyance at Japan's new and practically exclusive protective duties. What seems most to annoy them are the protests and excuses that the Japanese are worried into making. They do not realise that this diplomacy is exactly on all fours with the business suavity of the man behind the counter. Japan is not acting dishonourably, as some are so ready to suggest; at least, Japan has done nothing worse than that famous character of MARK TWAIN'S, who invested money on the saltatory power of a certain frog. It might be cheating, that transaction with buckshot, to the samurai soul; but we have noticed that business men have usually smiled at the story. We can, however, hardly expect the like applause from them when Japan wins with an unloaded frog fresh from the swamp, which, to make the parable fit still closer, we may be said to have brought to them.

JAPANESE SEAL POACHERS.

(Daily Press, 13th August.)

When REUTER informed us that the American Government had no intention of apologising to the Japanese Government for the killing of the seal poachers at the Aleutians, we were somewhat startled. It sounded unnecessarily truculent. A re-reading of the message, however, decided us that the worse than tactless expression implied more than the writer of the telegram intended. Taking the whole context, it appeared evident that America was taking the proper course, and though its despatch to Japan might not be an apology, it was in itself an indication that the Government wished Japan to take a friendly or at least dispassionate view of a regrettable incident. America, despite a good deal of very creditable performances, is regarded as still a child in diplomacy, inclined to be too abrupt. It is not in the American nature to patiently endure the circumlocution which older nations seem to consider has ameliorative value; this tends to a certain curttness which may often be unintentionally offensive. The youthfulness of the American nation has also another characteristic, or at least it is popularly supposed to have; that is, a lighter estimate of the value of human

life than is maintained in some older centres of civilisation. Looking at these and other circumstances, it were easy to attach more seriousness to this Alaskan affair than it really deserves. So considering, we are bound to regret the further indiscretion which we discover in one of REUTER'S messages published to-day, the one in which a connection is traced between the movements of certain of America's ships of war and this unhappy affair. It cannot but be mischievous to suggest such a connection, and we condemn it with more certainty in view of a conviction that it was merely a wild guess with absolutely no foundation. In neither country can such suggestions fail to arouse feelings much better left in abeyance. Perhaps the slain Japanese deliberately invited their fate; perhaps their slayers were too ready, too wanton, with their shooting. We do not know; and we ought to wait for the fuller information that should presently be officially forthcoming. The responsibility of newspapers commenting on a *sub judice* matter, without the fullest authentic advices, is indeed very great. The American public, or its press for it, is rather fond of talking war since the defeat of Spain; and the Japanese public, though it should be expected to have had a surfeit of late is always touchy, and jealous of its national prestige. There is no dispute as to fishing rights: apparently it is admitted that the men were poaching, and the only controversy that can be raised concerns the nature of their treatment. Did their captors offer them a fair chance of submitting themselves to trial and punishment on constitutional lines? There is the suggestion that the Japanese "refused to surrender", which seems to imply that they were given the chance to which they were entitled. There was apparently some official on the spot before the revenue cutter arrived, and the presence of officialdom warrants us in casting out any preconceived impressions of the methods possible or probable in what we may call the wild north-west. Even in the event of the Americans being grievously in fault (which we have no right to suggest), there is still nothing which should involve the two nations as nations. America certainly should not consider it necessary to refuse an apology before Japan has demanded one; and Japan would certainly not demand one on the strength of reckless newspaper reports. If fairly left to Tokyo and Washington, the matter is sure of amicable arrangement, since neither nation is seeking a pretext for war. But if we are to have suggestions of warships hastening direct from one place to another, owing to a merely supposed tension, the tension will soon become real. M.b.d.m. will raise its unreasoning voice, diplomacy will be embarrassed, and though the good sense of the governing authorities may avert the danger for the time, there will be left rankling on both sides that which would surely make a mountain out of the next molehill.

THE GOLD RESERVE.

(Daily Press, 14th August.)

The "dismal science" of finance is supposed to have no more apt or experienced exponent than Lord GOSCHEN, and a good deal of interest attaches therefore to any pronouncement he may make on questions with a financial bearing. On July 11th, at the fiftieth anniversary of the foundation of the National Discount Co., Ltd., he announced to a distinguished company, which included the GOVERNOR of the Bank

of England, the CHANCELLOR of the Exchequer, some Treasury officials, and many bankers and big city men, that the gold reserves of the country were too small. If "Trade and Finance", whose prosperity he was toasting, were indeed to prosper, something should be done to increase the gold reserves. If memory serves, it is more than a few years since Lord Goschen began to preach from that text, and still things have remained *in statu quo*. His last was punctuated with cheers and applause, and yet the other speakers did not go out of their way to endorse his somewhat pessimistic view of what would happen if Britain, with its small gold reserve, were to be plunged into a big war. The CHANCELLOR of the Exchequer indeed appears to have been mildly chaffing his admittedly more expert predecessor, although taking care to speak humbly of his own qualifications. "He supposed that if the average man of business were consulted as to whom he should least choose as his spokesman and champion on an occasion of that kind he would say that there were two figures whom he regarded with special repugnance—the academic economist and the forensic lawyer; and he regretted to have to admit that he combined both characters in his unhappy person." We cannot all be practical experts in finance, and yet in such matters in which we are all more or less interested we cannot always remain dumb. The "academic economist", therefore, is allowed to say his say, and business men willingly listen, although they very properly do their own thinking. The academic economist often remarks that trade and finance are not Siamese twins, that the health of one need not depend upon the condition of the other. Lord Goschen denounced any theory which would dissociate the prosperity of finance from the prosperity of trade. We must admit that there is undoubtedly a community of interest; finance is certainly no mere parasite on trade; if we were seeking a familiar illustration of their relationship, as it presents itself in modern times, we should say that finance played jackal to the lion of trade. It has made itself very useful indeed, though not, the academic economist would say, indispensable, and it deserves its reward. But Lord Goschen, who must be familiar with the basic considerations of the theorists, is too much concerned with existing practice to dwell on the possibility of politics diving as deep as the theorist.

"They could not forget," he said, "that every bill which was held by the National Discount Company, every liability which had been undertaken by our great banks, every transaction which was being carried on in the vast structure of British trade and commerce, was dependent upon payment in gold. It might be there was a certain light heartedness, men might forget that all that they held, all the resources on which they depended, really depended upon the amount of gold which might ultimately be available for payment; and this was true, above all, of international transactions. They might say that in time of crisis the printing press might be set to work to produce a certain number of notes in order to provide improvident and speculative traders with a means of extricating themselves from the perils which they had righteously had deserved. But in regard to foreign countries the position that every English liability had to be paid in gold was a tremendous liability and one which the nation must face and ought to know that it existed. It was a truism that this country, with its tremendous trade, with its overpowering trade, with its liabilities to foreign countries, was the one great country which held the smallest reserve in gold. This was the country on which they all could pull. If money

was wanted in the United States, if gold was wanted elsewhere, where did they go to? They did not go to Berlin, where they had an enormous stock of gold, and he really could not quite understand how the bankers of Berlin managed to evade the payment in gold of all the bills that ran upon Berlin, but there were difficulties which were placed in the way. He believed if any English banker were to remit, say, two millions of bills upon Berlin to a Berlin banker and tell him to ship him back gold for these bills the Berlin banker would decline the commission. He would say it was not convenient, and pressure would be put upon the banks, a pressure which his right hon. friend the Chancellor of the Exchequer could never exercise, that they should not exhaust the Reichsbank. Here we were with enormous liabilities and with a smaller stock of gold than any other country held. He was inclined to believe that they were unanimous that that was not a satisfactory situation. There were those who said there was no risk, that we had gone on very comfortably with the gold reserve as it stood, and why should we disturb it? We had gone on very comfortably, indeed, since the year 1890; but there had been times when that comfort had been rudely disturbed by crises and catastrophes; and let it not be thought, though at present a great current of trade and finance was going on on a sound basis, that those times might not recur." Business men also accept things as they are. Academically, they are quite willing to admit that intrinsically the gold reserves do more represent the wealth or resources of a country than its bills and banknotes do, and that various expedients could be devised in a crisis to avert any panic incidental to our artificial system of paper. Something, for instance, on the lines that Lord Goschen suggested to exist in Germany. But as we have the system, and a very useful and convenient system, so far, however complicated it may be, they cannot waste time on academics. A diminished gold reserve agitates finance—then how about augmenting it? asks Lord Goschen, and they cheer. But an increased gold reserve means more unemployed capital. Who has to sacrifice the interest that is missed? Therein lies the secret of the inactivity following Lord Goschen's preaching. It is the position of China and the Powers over again. They cannot agree amongst themselves, and so nothing practical results. Meanwhile business goes on very satisfactorily, the great bulk of it indifferent, because in blissful ignorance of the peril that Lord Goschen declares to exist. It looks to the academic economist as if it really doesn't matter much to the genuine producers and tradesmen of the country whether there is a gold reserve or not. It looks to him, indeed, as if Lord Goschen was simply indulging in hyperbole when he perorated:

"It was not a question only for the City of London, but one which affected the whole trade of the country. It was a question which affected the well being of finance and trade. What was finance nowadays? They were not merely a group of City men endeavouring to enrich themselves and simply to increase their private fortunes; many of them were stewards and administrators of the funds of great institutions for myriads of shareholders. They had, no doubt, the sense of the great responsibilities which rested upon them. Let it not be thought that the City was composed simply of a group of rich and grasping men, who were endeavouring to accumulate those vast fortunes which figured in the annals of other countries. They were at their posts in order to promote the prosperity of trade and finance in the country at large. By their wisdom as they were wise, by their prudence as they were prudent, by their capacity as they had that capacity, they would help to mould to a great extent the course of business in the country at large, and to maintain by sound, orthodox, and unfantastic measures that great structure of British trade and finance to the prosperity of which he now asked them to drink."

AN OBSTRUCTIVE VICEROY.

(Daily Press, 15th August.)

It was a good while ago that our Canton correspondent began to note the difficulties of Viceroy SHUM in getting Chinese engineers for the Canton-Hankow Railway. We had already anticipated those difficulties. Then came the amusing correspondence as to the relative merits of different foreign engineers, and the unconsciously disrespectful way in which the Chinese referred to some as being cheaper than others made Englishmen smile. Very little attention has been paid to the appointments and edicts published at Canton, for some time, because it has been well understood that all were likely to be declared *ultra vires*. It seems, however, that the selection of Belgian engineers for work on a railway that is so much indebted to British capital was regarded as too improper even to be allowed to be discussed without official protest, and that His Excellency the GOVERNOR—the Railway Governor, as he may very likely be nicknamed by future historians of the Colony—caused the VICEROY to be reminded of his obligations. The reply of Viceroy SHUM might have been foretold to a comma. This satrap, who has been more diligent to cripple the undertaking than Sir MATTHEW NATHAN has been to foster it, tells the British Consul that the Government having in its wisdom transferred control from himself to the merchants, these matters no longer concern him. If he were less chagrined, less sarcastic, and more sincere with regard to leaving the business to those who have provided the funds, Viceroy SHUM's answer would not have seemed so impudent. As it is, there cannot be the slightest doubt that so long as Viceroy SHUM remains in Kwangtung the merchants will never be permitted to exercise the power that Peking supposes them to have, and that SHUM, when it suits his purpose, glibly declares them to have. The viceregal attitude toward this railway scheme is patent. He has said within his heart, "If I am not to run this business, I will wreck it." We indicated as much when he experienced his first checkmate, when public opinion proved too much for him, and when he published that crocodile explanation of his motives, and of how the people had misunderstood his intentions. Our Canton correspondent has kept us posted as to other matters in which the viceregal finger has been surreptitiously thrust in the pie, with which he now pretends he has nothing to do. There was the question of the funds in hand. A special native bank was at one time proposed to be instituted to take custody of the railway capital; that was the idea of SHUM, through his nominees. The people by whom the money was subscribed easily guessed what that might mean, and as a result of their agitation, our correspondent announced that the money was to be deposited with Hongkong banks. The Hongkong merchants interested, whom Viceroy SHUM denounces as very troublesome fellows, had already taken steps so far as they could, and their representations to Peking have again resulted in Viceroy SHUM receiving a warning that the thread that holds him in Imperial favour has been unduly stretched by himself. The Board of Commerce agrees that there is reasonable ground for the shareholders' uneasiness, and orders that accounts be prepared and all set in order so that the company may be registered and taken over by the merchants according to Imperial Decree. The officials are to deliver up all the assets. Viceroy SHUM wanted to hold all he could, "as

security", he said, and he will not like this order from the Shangpu. We expect to hear of another long protest and explanation shortly, framing his motives, and denouncing the unpatriotic people who skulk in Hongkong, where he cannot get at them to remonstrate. So long as Viceroy SHUM remains, we have small hope of a settlement: defeated on one point, he raises another; and the only hope for railway development in these parts, and, we might add, for the restoration of order in the Canton delta, is the appointment of a successor who should belong to a newer school than SHUM does.

THE INSPECTORATE GENERAL OF CUSTOMS.

(Daily Press, 16th August)

We have been hearing much recently of the frequently reported resignation of Sir ROBERT HART. Some of these reports have certainly emanated from Chinese sources, while most seem to have naturally arisen from the conditions of the case. As a matter of fact Sir ROBERT HART has by many years exceeded the average age during which a statesman has still sufficient elasticity of mind and body to be efficient in carrying on the duties of so exhausting an office as that of Inspector General of the Imperial Customs of China; and it is unquestionable that in the face of the universal maze of intrigue now permeating the entire governmental system of China, the responsibilities of the post are enormously increased above what they were in the spring-time of his career. It is also undoubtedly the case that for some years the INSPECTOR GENERAL has handed over the more mechanical portion of the duties of the office to Sir ROBERT BREDON, and has thus been considerably relieved as to the mere routine of the work; and if that routine were the only matter of importance to be considered, it might be that the administration was in safe hands. As we pointed out not long ago, Sir ROBERT HART had made the mistake common to many originators of a complex department in that he did not train up amongst his subordinates one or more capable of filling his place in the event at any time of his being absent or incapacitated. It is certain now, looking back over his past career, that so far from looking ahead to such an eventuality, he always viewed with a feeling akin to jealousy any of his assistants who displayed any special zeal or ability in his office; and the not unnatural effect of this was that many of his ablest helpers left the service just at the time when under ordinary circumstances they might have anticipated being promoted to positions of greater personal responsibility. It is no longer doubtful, and it is in the public interest that the fact should now be mentioned, that the present DEPUTY INSPECTOR GENERAL is by no means a persona grata with either the Chinese Government or the foreign staff, and, in view of complications which cannot be much longer averted, it is meet and proper that the fact should be taken into consideration not only here but by the Home Government. Fortunately the time is reasonably propitious for the calm consideration of the case. The recent intrigues in Peking, and the fact that the arch-intriguer Russia is temporarily occupied elsewhere, have momentarily united the chief commercial nations in one general line of policy, so that most are prepared to unite in one common policy, and it would be becoming on the part of the British Government, as representative of the largest interest, to take the lead in carrying through the necessary negotiations. It is very evident that troublous times are ahead, where the

need of a master mind at the head of the office will be felt all round, and by none more than the Imperial Government at Peking, to reconcile existing difficulties. The Russo-Japanese war, it is true, is finished, but it has left behind it a labyrinth of unsettled questions; and the popular opinion as to Japan's efforts to establish for herself a practical monopoly of Manchurian trade does not tend to ease the difficulty. With all his aptitude for organisation, Sir ROBERT HART was sadly deficient in any intuitive knowledge of the broader principles of safe political economy, and of late, now that he has practically retired from more active participation in the detail working of the system, petty obstructiveness has been developing all round, without any compensating benefit to the Chinese treasury. When Sir ROBERT HART held in his own hands the effective control, it was his pride to see the service carried on with the least amount of friction. It will always be the case that for their own personal ends the Chinese officials connected with the service will seek to raise up as many obstructions as possible. Such is the necessary result of the Chinese governmental system, and it requires both a strong and an able head to be able to counteract this tendency, and prove satisfactorily that financially obstruction will react on the collections. In any case we trust that, it not Sir ROBERT HART, the Home Government will take the problem seriously in hand, and that occasion may not be given to the party of the reactionists to bring about a serious complication.

COLONISTS.

(Daily Press, 17th August.)

The emigration scheme that Mr. RIDER HAGGARD, M.P., proposed as a result of his investigations two years ago in Canada and America, is condemned by a Blue Book just issued. His ideas were more ambitious than practical; he saw with the eye of the romance writer, instead of the eye of the legislator. The recent developments in the United Kingdom, the "back to the land" warcry, and the extraordinary prominence of the unemployed or the unemployable, will cause a certain amount of interest to be directed to this Blue Book, which might otherwise be regarded as a "back-number". Although the investigating committee recommends that public funds be used to help such of the emigration societies as are recognised and approved by the Emigrants' Information Office, this does not mean much of a boom in plans for dealing with the "superfluous tenth", as the modern paraphrase has it. There are good reasons why there can be no startling changes. The most important point has been noted, that the status of the immigrant is no longer what it was. The invited guest, who was formerly enticed to leave his native heath, is now oftener regarded as an "undesirable alien". Where Canada used to offer easy terms and inducements to immigrants, we find now (in this recommendation) the Mother Country encouraging emigrants. It is the exporter, not the importer, who now pays the "cumshaw". This reversal of positions might have been expected. An undeveloped country keeps open house, and does not enquire too closely into the antecedents of its visitors, provided they can work in any way to develop it. Once started, the flow of immigrants runs automatically, the example of kinsmen and friends, and the increasing facilities for transportation and accommodation which these have provided, partly serving to maintain the supply. Presently, as in the

United States, they have more than they think they want, and discourage, rather than encourage, new arrivals. In the case of Canada, the government is still inviting colonists, but it has become more critical than it was. As there is plainly room for millions more than have entered the Dominion, there must be a reason for the complaints that have been heard from Canada respecting the usefulness and otherwise of the imported population. This is where the committee, cautious as it has been with Mr. HAGGARD's scheme, seems to have done wrong in meddling at all, for the probability is that these organisations devoted to sending emigrants abroad are responsible for the trouble. The people wanted by our Colonies are the people who do not think of leaving Home, because they have no need to do so. To encourage her best, steady workers to leave for the Colonies would be suicidally foolish on the part of the Old Country, while to deport her undesirables is an unfriendly act toward the Colony that receives them. The question of emigration is beset with difficulties, and is one that the wisest reformer should approach with diffidence, while the rest should avoid it altogether.

CHINA'S CONSTITUTION TO BE.

(Daily Press, 18th August.)

We are again hearing much of a constitutional government for China. The Commissioners who made the grand tour to search out what might appear to be the better features of foreign systems of government have undoubtedly reported that some alterations appeared to them advisable. If we had to wait for their detailed report, with recommendations on eclectic lines, the subject would not be worth discussing for many years to come. If they had been foreign Commissioners, it would have been quite likely that some of them would have felt justified in submitting within a few days of their return a cut-and-dried scheme of reform. The Oriental moves more deliberately. It has been suggested that to summarise in Chinese the constitutions of the world, and to prepare for comparative purposes an account of the customs and practices of the Chinese empire, would take at least a decade. This appeals the eager reformers, and they have hit upon the expedient of asking for predigested food. That is to say, they propose to take the constitution that Japan evolved after assimilating what seemed the more suitable features of foreign administrative methods. Japan's constitution, after all, would probably fit China just as well, "to be doing with", as it fits Japan. It is not the best of fits for Japan, but that is because the Japanese had not quite succeeded in adapting themselves to their foreign ideas. Old instincts and habits ruled strong. The Chinese as a people are still further removed from the conditions which will be necessary to make the new constitution work well. At the beginning of the war, the Japanese constitution was somewhat roughly handled. The Diet really had as much to complain of as the Russian Duma is said to have, but the situation was saved by the very real loyalty to the Throne. The Japanese did not get their representative government as the English got theirs at Runnymede. They accepted it as a voluntary offering from their wisest of Emperors, and they probably valued it more for its giver than for its qualities, as yet unrecognised. In Russia, while there are thousands unprepared for representative government, there is a large and growing section quite prepared to

enlighten them by precept and example, so soon as the bureaucrats will let them. In China, it is difficult to imagine just what will happen, in the by no means certain event of a constitution being granted at an early date. To begin with, the EMPRESS-DOWAGER will be worse than the TSAR; she will pull the noses of the parliamentarians from sheer force of habit, whereas it is charitably suggested the TSAR is autocratic only when some reactionary courtier pulls his leg. There is in China also a bureaucracy which will expect the same "chancey" under a constitution that it profits by now, and as "Young China" would inevitably be strongly represented in the Chinese Diet, all kinds of surprises may be counted on. The chief drawback, however, to the smooth working of really representative government in China for a long time to come will be the ignorance and indifference of the proletariat. They will early discover (probably with ample reason) that there is something to pay for the privilege of the suffrage; and they will have to be painstakingly taught that the free and independent elector is the master of his officials. After they have had the European's experience, they will know, without explicit tuition, that this proud boast is not valid long after the ballot boxes have been opened; but that is only a reflection by the way. The glaring fact is that to call the gift of a constitution a reform is wrong. A constitution is merely a post-reform symptom, not a reform in itself. Whether the EMPRESS-DOWAGER really means what she says, whether officialdom be sympathetic or antipathetic, any constitution for China must be a hollow mockery so long as the great mass of the people are unready for it. It is a very proper start to make, but being made, it does not inaugurate the millennium. It is just like giving a child that knows nothing of music a violin. The child may be able in time to play very nicely, but before that there must be lots of discord and nerve trouble for other people. It will be a more seasonable time to introduce a constitution into China when the empire has been over-run with railways and telegraphs.

HONGKONG JOTTINGS.

13th August.

It is a truism to say that the Sanitary Board has not many friends in Hongkong, but one would have thought that the Board would have endeavoured to retain the few that it had. But such is not the case. The latest body whose sympathy it has alienated is the large number of bathers who frequent the neighbourhood of Stonecutter's, and as complaints have been repeatedly made on the subject it looks as if those responsible are decidedly remiss in their duties. Over and over again the bathing area has been covered with all kinds of floating garbage of a nature plainly showing that it was city refuse, being carried inwards by the tide. Whatever explanation the Board may furnish, it cannot be asserted that it is ignorant of this state of affairs, because only a few weeks ago the heads of the department were seen making a tour of that locality. It may be that the contractor is at fault in not carrying the refuse sufficiently far to sea, but there can be no doubt that practically the best bathing resort in the harbour is being spoiled by this rubbish, and when it is remembered what a large part swimming and bathing play in our life out here it surely needs little argument to stir the authorities to take the proper steps.

Apart from his personal attributes, the General Officer Commanding, who left on Saturday for Home, will perhaps be best remembered for the great activity in the construction of defensive works which has characterised his command. Up till recently the position of Hongkong certainly left much

to be desired from a military point of view, and Sir Charles Dilke in his "Problems of Greater Britain," published in 1890, remarks that when he was in Hongkong, fourteen years previously, "the defences were weak in the extreme, but since that date . . . a good deal has been done as regards every point but the garrison. Hongkong has been called the Spithead of the East . . . but it has hitherto been a Spithead without the Spithead or Portsmouth forts or the Portsmouth garrison." In conclusion Sir Charles declared that "Hongkong will never be safe so long as it is supplied and administered from this side of the globe." About that there may be differences of opinion, but it cannot be gainsaid that the defences of Hongkong have been materially strengthened, and more so during the régime of the Commanding Officer who has just left.

Doubtless readers will learn with surprise that the old discussions which were waged in Britain some few years ago as to what constitutes a workman, have their counterpart at present in Hongkong, where tram conductors wrestle with the problem nearly every morning and evening. Of course it only concerns the Chinese who wish to use the cars provided for workmen. The conductors, I am told, have rather peculiar ideas on the subject. If a man wears shoes he is apparently too well dressed to hope to rank as a workman and all his eloquence and protest will not persuade the guard to let him ride in the workmen's cars. Should he discard his shoes, then all is well. The conductor's scruples vanish and the intending passenger has qualified as a workman. It would be interesting to know whether this subtle distinction is of Chinese origin and also whether it has official recognition.

When the question "What is a workman" was discussed in Britain with a bearing on cheap fares by tram or rail, it will be remembered that one notable decision was that no one who wore a collar and tie was entitled to rank as a workman. Thus it was that clerks earning a guinea a week had to pay full fare when they rode in the tram, whereas the better paid but less tidy artisans were able to travel much more cheaply. The injustice of such a regulation brought about the wiser solution which sets apart certain train or trams to run at specified times, and anyone who used them was permitted to travel at the reduced fare.

After all, such ways of drawing distinctions, whether in Britain or in Hongkong, are absurd and always unsatisfactory. The company would lose nothing were it to adopt the plan which has worked so well elsewhere and run workmen's trams at certain hours and let all who wish to use them do so. To have to ride with uncouth coolies and begrimed workmen, may surely be held to counteract the attraction of the privilege of the reduced tariff in the eyes of those whom it is intended to exclude. Perhaps the Chinese members might take up the question and have it decided by the Government.

It has been said by some writers that the Chinese have not been influenced to any appreciable degree by the presence of foreigners or even by their coming under Western forms of government. That is doubtless true in proportion to the prodigious efforts that have been made to alter their ways of thought, for an Oriental convinced against his will is of the same opinion still. Also, we know that "old custom" means much to our Chinese friends. I venture to think, however, it can hardly be said of the Chinese in Hongkong, who have shown a willingness to accept many foreign improvements, and are keenly alive to the importance of the innovations with which British rule and enterprise have made them acquainted. Trams, telephone, telegraph, steamboats, not to speak of the railway, are not without their effect on the native mind. Moreover, we see that the people who are most imbued with a knowledge of Western ideas are inclined to depart from the traditional as soon as they are able. We have seen how the Chinaman modifies his attire with the less picturesque garb of the Westerner, and I have been assured that many Chinamen would also out their queues as soon as they were in a finan-

cial position which would lift them from dependence on their countrymen. In other words they are ready to live as Westerners live as soon as they can afford to do so.

BANYAN.

SUPREME COURT.

Friday, August 10th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

HIGH INTEREST.

Lam Yat sued Au Hing-sing to recover the sum of \$37.50, interest due on money lent.

Mr. F. C. Barlow (of Messrs. Goldring and Barlow) appeared for the plaintiff.

Defendant said he owed the amount claimed, more or less, probably less.

Plaintiff said the sum of \$2,500 was advanced by him to the defendant on a mortgage. The principal sum was still unpaid, and the interest due thereon was the amount claimed, being for nine months at the rate of 37½ per cent.

Defendant admitted that his signature was attached to the mortgage. The plaintiff told him if he did not pay the interest within three months part of the property would be sold to recover the amount.

His Lordship—But the plaintiff does not want to do that, and he is not bound to sell it. Judgment and costs.

Defendant—I would ask your Lordship to ask the plaintiff to make other terms. The interest is too high.

His Lordship—I can't do anything for you. You shouldn't have entered into the contract.

UNPAID AUCTION GOODS.

Messrs. Hughes and Hough summoned P. Costa to recover \$449.75 due for goods sold.

Mr. Hughes stated that defendant bought goods at his firm's auction rooms to the extent of the amount claimed. He had taken delivery of the goods, but the amount was still due.

His Lordship gave judgment and costs for plaintiffs.

BOUGHT TO BE REGISTERED.

The Lung On firm sued Yee Tsz to recover the sum of \$23.83 due for goods sold and delivered.

Defendant denied liability.

Li Ping, master of the Tung Wan piece goods shop, stated that the goods were sold to defendant by his foki, who afterwards demanded payment, but was refused.

Defendant said the goods were ordered by the mistress of the San Kwai Fat at Shektonsui. She was the amah there.

His Lordship said brothels ought to be registered the same as Chinese companies. Whenever they had an action in Court the mistress became the amah and the amah the mistress.

Li Ah-man, a foki in the employ of the plaintiff firm, swore that the goods were ordered and taken delivery of by the defendant.

Judgment was given for the amount claimed and costs.

Monday, August 13th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

THE USUAL EXPEDIENT.

The Leung Shun firm brought an action against the Fook Chun Lung firm to recover a small debt due for vegetables supplied. Mr. Morrell, from the Crown Solicitor's office, who appeared for plaintiff, said that defendants had a stall in the market, but as the business did not do well they hit upon the expedient of retiring to the country.

His Honour—A man who has a little money stays in the country, and a man who hasn't goes to the country.

Judgment was given for plaintiff.

ANOTHER PROMISSORY NOTE ACTION.

Suda Singh, watchman, in the Sugar Refinery, sued a fitter employed in the same place for \$30 due on a promissory note. Plaintiff said defendant had paid two months' interest. Defendant denied all knowledge of the plaintiff or of the promissory note, and the case was adjourned.

— Tuesday, August 14th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

FORECLOSURE OF A MORTGAGE.

The Hongkong Land Investment and Agency Company, Ltd., proceeded against Ng Chit-ni, Ng Moi, Ng Kwong, Pun Pui-sheung, Ng Cheung, Li Tse-shek, Pun Chi-po, U I Sam and Chau Cheung-chi, all of Canton, with the exception of the last named, who resides in the Colony, for the foreclosure of a mortgage. The plaintiffs were the mortgagees of certain properties registered in the Land Office and mortgaged to the plaintiffs by three of the defendants on 9th February, 1901, of which property the said defendants had signed the equity of the redemption to the defendants Pun Pui-sheung, Ng Cheung, Li Tse-shek, Pun Chi-po, U I Sam on the 30th December, 1902. Plaintiffs therefore claimed an account of principal, interest and costs under the mortgage payment of what is found to be due to the plaintiffs on the said account or in default of payment enforcement of the mortgage by foreclosure.

Mr. H. G. Calthrop, instructed by Mr. Stevenson (of Messrs. Deacon, Looker and Deacon), appeared for the plaintiffs, and Mr. M. W. Slade, instructed by Mr. Hett (of Messrs. Brutton and Hett), appeared for certain defendants.

Mr. Slade said he appeared for the last five defendants.

Mr. Calthrop objected to Mr. Slade appearing in that matter, as he had filed no statement of defence as required before appearing at the trial.

Mr. Slade said he did not oppose the objection and he might say at once that he was simply there on the question of costs. He admitted that plaintiffs were entitled to their judgment but not to the costs claimed. His Honour thought Mr. Slade might have leave to appear. He consented to judgment, so the costs could be considered afterwards.

Mr. Calthrop argued that Mr. Slade ought to have filed a disclaimer, and he had not done so. Therefore he had no right to appear then.

His Honour—But Mr. Slade has consented to judgment. He is not opposing you.

Mr. Calthrop—They promised to make an assignment and we have waited since January to save further costs.

Mr. Slade explained that he appeared for the last five defendants, on whose behalf he consented to judgment, but he objected to costs.

His Honour—If it is only a question of costs I think the matter is simple.

Mr. Calthrop—But they did not take the proper course.

His Honour—I don't see any objection to the course proposed by Mr. Slade. I can give you judgment and leave the question of the costs for the Registrar. I must in any case give judgment with costs against somebody. You had better prove your mortgage and take judgment and then I will hear you on the question of costs.

Mr. Shelton Hooper, secretary to the company, then gave evidence. He identified the mortgage produced, which was for a loan of \$120,000 made by the company to the defendants. When they entered into possession of the property they had to pay out certain moneys for overseer's salaries, legal expenses, and other charges under the sum due. Interest was paid up to January 1st, when it ceased.

His Honour then gave judgment and said he would hear parties as to costs. Mr. Slade asked that judgment be for disclosure, and his Honour consented.

Mr. Calthrop asked that the time for making the order absolute be one month from date instead of the usual six months.

Mr. Slade having no objection, his Honour decided that that should be the order.

Mr. Slade then argued that the ordinary rule in such actions for disclosure was that the costs of all parties came out of the estate, but in that case the estate was not big enough to bear it. He was entitled to his costs for appearing that day. His clients had never opposed judgment and Cheung Chi, who was the only defendant resident in the Colony, should not be

ordered to bear the costs and recover from the others.

Mr. Calthrop pointed out that they could not proceed against the other defendants because they were beyond the jurisdiction of the Court.

At the close of the argument, his Honour intimated that he would consider the point, and the Court was adjourned sine die.

Thursday, August 16th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

A QUESTION OF COSTS.

His Lordship gave his judgment on the question of costs in the action in which the Hongkong Land Investment and Agency Co., Ltd., obtained judgment against a number of Chinese defendants for the foreclosure of a mortgage. He said that the proper order in the circumstances was that judgment be entered against the six defendants and that they pay their own costs, and that the plaintiffs are only entitled to such costs as were incurred by their being made defendants. The plaintiffs' action in forcing defendants into the Court was wrong, and plaintiffs must therefore pay the costs of the defendants' appearance at the trial. As to the plaintiffs' attitude on that matter he had much sympathy as it had been the common course to get the costs paid by the defendants in the Colony.

IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGGOTT).

"THE OLD STORY."

Cheung Shan-koo attended for his public examination in bankruptcy.

In reply to the Official Receiver, he said his business was buying and selling property, a business which he commenced five years ago. He kept no books, as he did all his business through the bank. He had no bank books before 1903. They had been eaten by the white ants.

The Official Receiver—The same story, my Lord.

The Official Receiver then informed his Lordship that the debtor had not complied with his request to file a full statement showing his dealings for the last three years. Perhaps his Lordship would name a date by which that should be done. He had had great trouble with that man.

His Lordship—He can do it in ten days.

Mr. Deacon (of Messrs. Deacon, Looker and Deacon), who appeared for one of the creditors, said the debtor had disregarded the provisions of the Ordinance in not assisting the Official Receiver and had refused to comply with his requirements. He submitted that such conduct ought to be stopped.

The case was adjourned till next Thursday for debtor to file a statement of his affairs.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

THE HONGKONG BREWERY CO.

Mr. F. P. Hett (of Messrs. Brutton and Hett) made application on behalf of the Hongkong Brewery Company, Limited, for leave for that company to wind up its affairs and go into liquidation.

His Honour said the matter would be taken in chambers to save expenses.

Mr. R. F. Johnston, Secretary to the Government of Weihaiwei, arrived in Rangoon a few days ago after a prolonged journey across China and has now left for Ceylon on a brief visit to that Colony. Mr. Johnston journeyed up the Yangtse, and instead of journeying direct to Bhamo, his objective, he made a tour of several months' duration in Szechuan and Eastern Tibet. Mr. Johnston returns to Burma shortly and will visit the Shan States before returning to his post in China.

MARINE MAGISTRATE'S COURT.

Friday, August 17th.

BEFORE THE HON. CAPTAIN L. A. W. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

FAILING TO REPORT A PASSENGER'S DEATH.

Paulo Guterres, first clerk at the Mercantile Marine Office, proceeded against Henney Clifton, master of the British steamer *Charterhouse*, for failing to comply with article 1 of section 254 of the Merchant Shipping Act of 1894 in not recording in the log book of the said vessel the fact of the death of a Chinese passenger on the 31st May last while on a voyage from Singapore to Hongkong.

Defendant pleaded guilty.

Mr. Guterres stated the facts.

Defendant said he forgot to make the entry at the time the death occurred. The ship was one day from Hongkong and they were experiencing rough weather which necessitated his remaining on the bridge during the time the burial took place. He did not make any report later as he thought there might be trouble over it. The doctor on board was an Indian named W. Boyle who left the ship at Singapore on return from this voyage. He was unknown to witness previous to the voyage in question.

His Worship said—The omission to record in the official log book the death of any person on board your vessel as well as the particulars relating thereto is a serious one. In this case the death of a Chinaman took place on 30th May during a voyage from Singapore to Hongkong, and it is only now due to a report, which investigation proves to be correct, that I am able to learn something of the facts of the case. A consequence of this is that no proper inquiry into the circumstances can be made here, as the doctor, who at the time was borne on the ship's articles and who also according to law should have signed the entry in the log book, is no longer on the ship. It must be apparent to you that if the provisions of the Merchant Shipping Act are not complied with in this respect the ends of justice may very easily be defeated. As I know that the doctor whose evidence is all important is residing at Singapore I am communicating with the Master Attendant at that port, with a view to his holding an inquiry on the return of your vessel there, into the cause of the death. For non-compliance with the provisions of section 254 of the Merchant Shipping Act I fine you \$50.

CHERCHEZ LA FEMME.

Three long-robed Chinese were charged with causing an opium warrant to issue for the search of house No. 494, Queen's Road West, by giving false information, also with "planting" opium on the said premises.

From the evidence it appeared that on the afternoon of the 6th instant, the third defendant, who was a man of moderate means, reported to an excise officer that he should take out a warrant and search the house before mentioned which was a brothel. He told the excise man that he would find a quantity of opium secreted under a bed on the verandah. He also said that the person who should be arrested was a woman named Chiu Fuk. The warrant was not taken out that day, so on the following morning the defendant again called at the excise officers' quarters and urged them to hasten, remarking that if they delayed the opportunity might pass. On the day following a warrant was issued, the result of which was that two taels of opium were found under the bed mentioned by defendant. The residents of the house denied all knowledge of the opium, and the excise officers having regard to the anxiety displayed by the defendant in the matter, thought he probably knew more about it than he had stated. He was therefore detained on the charges named, and while under arrest gave information which implicated two of his companions, who were also arrested and charged. It was alleged that the prosecution was the outcome of spite, and as the case developed, a love affair was found to be at the bottom of the trouble. The

defendant, a married man, had given the girl money and presents. His wife found out, and, to placate her, he sought to recover the money and jewels he had bestowed upon the girl. He told her he was hard up, and would appreciate it if she would give him her jewellery to pawn; he would redeem it as soon as he obtained the ready cash. The girl acceded to his request, but as weeks passed by and the jewels were not redeemed she began to get anxious, and seeking the defendant asked him to return her jewels. He was very angry and ordered her out of his presence, telling her that if she did not keep out of his way he would make things warm for her. His threats not having the desired effect, he was alleged to have acted as stated. Another native, who gave evidence on behalf of the defence, said his share in the matter was done to help his friend, the defendant.

His Worship held that the evidence against the first and second defendants was not sufficient, but he convicted the third and sentenced him to three months' imprisonment with hard labour, and six hours' stocks.

IN VIEW OF PIRACY.

STIFF PENALTY FOR BREACH OF ARMS ORDINANCE.

An interesting case under the Arms Ordinance was heard, in which Detective Sergeant Grant proceeded against Ip Sing, master of the Yik Chung arms shop for furnishing a false return of arms to the Captain Superintendent of Police.

Mr. C. F. Dixon (of Mr. John Hastings' office) appeared for the defendant, who pleaded not guilty.

Six of the dummy rifles were placed alongside the table by his Worship. They had heavy stocks, into which were screwed lengths of water piping. A massive trigger was attached, but there was no receptacle in the magazine in which to fit a cartridge. The magazine, in fact, was a solid piece of iron.

Detective Sergeant John Grant, sworn, said the defendant was a licensed arms dealer, whose shop was the Yik Chung of No. 320, Queen's Road Central. On August 3rd he furnished the Captain Superintendent of Police with a return of all arms in his possession. It gave the number of rifles and carbines, as 95, which would be the correct number in accordance with defendant's books, having regard to all sales and importations. On 9th instant witness went to defendant's shop, examined the stock and books, and seized 37 rifles, 28 muskets and 56 dummy rifles. Witness found that between the date when the return was furnished and the date of the seizure, two rifles had been sold. According to defendant's books, all his rifles, with the exception of five, were obtained from Messrs. Arnhold, Karberg and Co. Witness counted defendant's stock on May 16th, on which date he had 68 rifles, all of serviceable quality. During this quarter he received 130 rifles from Arnhold, Karberg and Co., and five from the Wa On shop, making a total of 203. During this time he sold 110, which should have left 93 in his shop.

Cross-examined—A person with a permit could exchange an old for a new rifle.

Mr. Dixon—Why do you say these (the exhibits before the court) never were rifles?

Witness—Because the barrels are not rifled.

His Worship—It would be absolutely dangerous to fire them?

Witness—It would be absolutely impossible to fire them. There is no place to put the cartridge.

Fritz Lee, salesman in Messrs. Arnhold, Karberg and Co., said during the last quarter his firm supplied the defendant with 130 Mauser rifles.

Cross-examined—He did not see the rifles delivered to defendant, but was not prepared to swear that the rifles before the Court were not included in the stock, although it was highly improbable. The defendant paid \$10 apiece for the rifles purchased from his firm. Witness was not in a position to say that the dummy rifle produced was once a good serviceable weapon.

Mr. Dixon asked for a remand. He said his client instructed him that he was in a position to call evidence to prove that he got the dummy

rifles from people on junks. He accounted for his stock being larger than it ought to be by sometimes getting two or three old rifles in exchange for one new one. He always made proper inquiries concerning the people to whom he sold rifles, to assure himself that they were entitled to carry firearms.

An adjournment was granted, the defendant being admitted to bail in the sum of \$1,000.

On Aug 16, before Mr. Hazeland, the case was concluded in which Ip Sing, master of the Yik Chung arms shop, 326, Queen's Road Central, was charged with furnishing a false return of arms to the Captain Superintendent of Police.

Detective Sergeant Grant prosecuted, and Mr. C. F. Dixon (of Mr. John Hastings' office) appeared for the defendant.

Mr. Dixon said he was unable to call any witnesses. When he applied for an adjournment he thought he might be able to call evidence to show that defendant received the rifles in the ordinary way of business from people with whom he exchanged new for old weapons. The exchanges were made to junk people who carried these dummy rifles for the purpose of frightening pirates. In addition to the sale of 110 rifles which appeared in defendant's books, he had exchanged 56. Exchanges did not appear in the books, and Sergeant Grant stated in his evidence that he did not think it was necessary to enter them. Mr. Dixon concluded by asking for the defendant's discharge.

His Worship said it was obvious what had happened in this case. The defendant had disposed of the rifles and substituted dummy rifles. He regarded the case as a very serious one, especially having regard to recent events in respect of piracy which had occurred close to this vicinity, and in view of which it was absolutely necessary that the provisions of this Ordinance should be enforced in the present instance. The maximum penalty provided under section 15 of the Ordinance was a fine of \$250, plus \$10 for every arm short. The defendant would be fined \$810, the alternative being six months' imprisonment. His Worship further ordered that the arms seized under the warrant be forfeited. He did not think the defendant a fit and proper person to hold an arms licence, and did not know whether it was the intention of the police to cancel it. That was a matter for the consideration of the Captain Superintendent. The 56 dummy rifles could not, however, be seized, as in his opinion they were not arms within the meaning of the Ordinance.

PLUCKY CHINESE REWARDED.

A DYING SUPERSTITION.

The Belilios Trustees have recognised the gallantry of five Chinese employed at Ah King's slipway, who on the 26th of last month put off in a boat to the rescue of the crew of a sampan which was capsized in a squall. The crew of the sampan was composed of a man, one woman and four children, the eldest of the latter being twelve years of age. The boat went over some distance out from No. 2 Police Station, and although Inspector Gourlay saw the accident and hastened to the water front, by the time he arrived the boat containing the rescuers had been manned and was nearing the sampan. When it pulled alongside, the Inspector reports that he saw some of the men dive into the water and attempt to get the children out from underneath, while others got on the bottom of the craft and righted it. There were no sampans alongside the Praya to convey Mr. Gourlay to the wreck, and in his opinion, had any man attempted to swim to it, the children would in all probability have been drowned before the sampan was reached. The promptness and pluck of the boatslip boys, however, reduced the fatality list, and five out of six of the crew were saved. The Inspector concluded his report by stating that Chinese in general were very reluctant to attempt to save people from drowning, an old superstition prohibiting them from rendering assistance. This fact made the action of the five the more commendable, and their plucky conduct was worthy of recognition. The trustees of the Belilios Fund were of the same opinion, and each of the rescuers received a reward of \$5.

VOLUNTEER CHURCH PARADE.

The Hongkong Volunteer Corps attended divine service at the Cathedral on August 12th. The Troop, Volunteers and Engineers were all strongly represented, and the total muster must have been over a hundred. Assembling at the Volunteer Headquarters, the corps, headed by the band of the R. W. K. Regiment, marched past Murray Barracks to the Cathedral, where they occupied seats reserved for them in the centre of the building. Major Pritchard, commandant, was in charge, and was supported by a good turnout of officers.

The Bishop of Victoria delivered an appropriate discourse, basing his remarks on St. Paul's advice to Timothy as contained in the 1st epistle to Timothy, 6th chapter, 11th and 12th verses. He said—We are always glad to welcome the Volunteers in this cathedral. It is a good thing and a right thing that men should honour God not only individually but corporately, that there should be a recognition not only of the claims upon each person but of the claims upon each nation and upon all those who give themselves up in any way to the service of the King and the nation. Therefore I say we are always glad to welcome the Volunteers, when you come as you do to-day. There is one point that I am sometimes inclined rather to regret, and that is that we don't see more Volunteers in the Colony. I wish there were more. I wish the Volunteers were much stronger as regards numbers. At the same time I am quite aware that there are many things that keep men back. Men are kept back not because they are afraid of being called upon to fight. That would, as we all know, prove an incentive. Experience has again and again shown that if there is any probability of war, any probability of fighting, men as a rule flock to join the volunteer corps both at home and elsewhere. But in a place like Hongkong men are busy men, and they have many things to keep them back. Proceeding, his Lordship applied the advice given by Paul to Timothy to flee from the things which hinder and also to fight the good fight. He pointed that to make themselves efficient in their duties there must be some self-denial. All young men, he continued, ought to become Volunteers. It was good for the nation, it was good for the Colony, and it was good for the young men themselves that they should put themselves under training and become efficient to serve their country in time of need.

The Volunteers returned to the Headquarter, where they were dismissed.

ACCIDENT ON A LAUNCH.

PASSENGERS SEVERELY SCALDED.

A painful experience befel a number of passengers on board the steam launch *Hung On* last week. The launch dropped anchor in the Samchun river at her usual time, about midday, and waited for the small boats to run alongside, which were to land her passengers. Sergeant Gerrard, of the Samchun Police Station, put off in one of the passenger sampans to meet his wife who was returning from Hongkong by the launch. The Sergeant made his boat fast to the launch on the side where the exhaust pipe runs out, and just as he was assisting his wife into the smaller craft, and several other passengers were clambering over the side of the launch, the engineer turned on steam. Before they could realise their danger, the jet of scalding spray was blowing into their midst, and several were badly injured. Sergeant Gerrard seized his wife and immediately jumped into the sea, but smart as the action was neither escaped from a severe scalding. Eventually both were picked up by a neighbouring sampan. Another of the passengers by the *Hung On* was scalded so severely that the skin came off his chest and medical attendance was found necessary. The engineer subsequently compensated the injured people.

It is rumoured in Shanghai, says the *Osaka Mainichi*, that M. Pokotiloff, Russian Minister in Peking, will resign and that Major-General Wogack, formerly an attaché of the Russian Legation in Tokyo, will succeed him.

ACCELERATED MAILS.

NEW C.P.R. ARRANGEMENT.

We are informed that the local General Agent for the C.P.R. has received a telegram from the Head Office at Montreal announcing the fact that an accelerated mail service between Hongkong and England has been arranged with the British postal authorities. Under this new fast service the "Empress" steamers will for the present leave Hongkong at 4 p.m. on Thursdays instead of noon on Wednesdays, as heretofore. The first steamer to leave Hongkong under the new arrangement will be the *Empress of India* sailing at 4 p.m. on the 30th instant; to be followed by the *Empress of Japan* on the 27th September and the *Empress of China* on the 25th October; subsequent sailings to be announced later.

The time in transit between Hongkong and Yokohama is being considerably reduced—the run, including stops at Shanghai, Nagasaki and Kobe, being accomplished in well under seven days. The schedule time from Hongkong to Vancouver is under 18 days; and the whole trip through to England will be accomplished in about 29 days.

A special fast mail train will be waiting the arrival of the "Empress" at Vancouver, by which mails and passengers will be carried to Quebec, there joining one of the fine new Atlantic "Empress" steamers (*Empress of Britain* and *Empress of Ireland*, 14,500 tons register), and from there across to Liverpool in something under seven days. The St. Lawrence River route has, it appears, the advantage of considerably lessening the actual ocean voyage, and already the new Atlantic "Emperesses" have established a name for their excellent steadiness and general seagoing qualities. On the outward voyage the first steamer to leave Vancouver under the new fast service will be the *Empress of China* sailing thence on the 4th September—passengers and mails for her having left Liverpool by the *Empress of Ireland* on the 24th August. The *Empress of China* is due at Yokohama on the 16th September and Hongkong on the 23rd September. This sailing will be followed by the *Empress of India* and *Empress of Japan* at intervals of 28 days, and subsequent departures will be announced in due course. That is a brief outline of what is intended, and readers will appreciate the importance of this new fast service in view of its providing a transit over the alternative British route of about the same time as that via Suez.

MISAPPLIED TEA.

TOO MUCH PEPPER.

A street coolie's idea of economy, combined with the hasty temperament of a waiter in a restaurant at West Point, resulted in serious injury being done to the former. The coolie entered the restaurant in which the waiter was employed and ordered a meal. Having appeased his appetite he called the waiter and asked the amount of his debt. "Ten cents and five cash," said the waiter. The coolie wished to know the reason why five cash more than the ordinary charge was imposed, and the waiter told him it was on account of the quantity of pepper and mustard the diner used. The coolie refused to pay the five cash extra, and the result was a quarrel. In the subsequent happenings the waiter is alleged to have poured a pot of boiling tea down the coolie's back, causing such painful injury that it was found necessary to remove the victim to hospital immediately. The waiter was arrested, and if sufficient evidence is forthcoming will be charged later.

The Rev. Dr. Timothy Richard, according to the *Sinwén-pao* has been invited by the Waiwupu at Peking to consult about the drawing up of a special "Religious Treaty" for the better future governance of matters between converts and non-converts in the Empire. It is stated that Dr. Richard has intimated to the Waiwupu that they may expect to see him in Peking at the end of this month.

FRUITS OF THE COMMISSION.

CHARGES OF CORRUPTION.

As a result of the inquiries of the Royal Commission, Francis Ward, Sanitary Inspector, was charged before Mr. Hazeland on Aug. 16th with accepting bribes in the following sums:—On August 5th, 1903, \$15; December 7th, 1904, \$30; and April 19th, 1905, \$10, with a view to influence his conduct as a public servant and contrary to the rules of honesty and integrity. He was further charged with unlawfully, and in order to obstruct the due course of justice, endeavouring to dissuade one, Chan Pai, from giving evidence before the Royal Commission.

Mr. F. B. L. Bowley, Crown solicitor, prosecuted, and the defendant, who was unrepresented, pleaded not guilty.

Mr. Bowley applied for a remand, and the defendant asked to be admitted to bail.

Mr. Bowley asked that the sum fixed be as substantial as possible, as the charges were very serious.

His Worship remanded the case until the 22nd instant, and fixed bail in the sum of \$1,000.

POLITICS OR IMPOLITENESS?

It is on *dit* that His Excellency the Governor was unable to find a seat in the 7.45 Peak tram on the 15th August; and that no one thought of offering to resign in favour of the King's representative. We have on a previous occasion demurred in the matter of the frequent and foolish allegations of snobbery launched at the Peak people; and this incident appears to confirm our opinion that there is no more puff-blowing on the High than on the Low level. Rather it would appear that the modern spirit of republicanism, revolution, even anarchy, has permeated this erstwhile loyal Colony. There is a well authenticated report to the effect that one passenger to the Peak was wearing a red tie, which is significant. We may therefore assume that the occupants of that crowded tram were conscientious upholders of the rights of the people. It is merely unfortunate that it should have seemed rude.

CONFERENCE OF HONGKONG COTTON DEALERS.

ALL OPERATIONS SUSPENDED FOR ONE MONTH.

In view of the terrible depression now prevailing in the Indian cotton yarn trade, and the accumulation of heavy stocks in Hongkong and Shanghai, a meeting of the Chinese dealers in cotton yarn and the direct importers of cotton yarn from India was held on the evening of the 16th inst. at the office of Messrs. E. D. Sassoon & Company to concert such measures as would avert a panic that is imminent in view of the steady rise in Indian rupee exchange and constant drop in the price of American cotton. The local Chinese dealers alleged that they are unable to move their stocks purchased some three or four months ago at a price far higher than those now ruling, and that the buyers from the consuming centres are holding back in the hope of seeing a still further drop in the price. It was unanimously resolved after a long and careful discussion at the meeting that the local Chinese dealers will cease making any new purchases of cotton yarn for one month, commencing from the 17th inst., the direct importers from India having promised them their cordial support by agreeing not to sell any new goods for one month. It is believed that this step will stop the prices going down any further, and enable the Chinese dealers to get quit of their large holdings, or at least reducing their stocks to some extent. The estimated stock of sold and unsold goods in Hongkong is about 150,000 bales in Hongkong, and as many more at Shanghai, and the outlook is said to be extremely gloomy. Already several dealers have failed, and a large stock of English and Indian yarn sold to them at a very high price but not cleared is thrown on the market, the loss in the price ranging from \$15 to \$20 per bale.

WARNING TO HONGKONG CARRIERS.

PROVISIONS OF AN OLD ORDINANCE TO BE REINFORCED.

Recently the authorities decided that certain improvements should be made in the Hongkong goods waggons, as we might call the trucks which convey merchandise from one end of the city to the other. Now the police, with commendable energy, are enforcing a provision of Ordinance 3 of 1899 which requires that such trucks, between sunset and sunrise, shall carry two bright lights, one attached to either side. The lights must be made fast to the vehicle, otherwise the owner is liable to be prosecuted. When truck owners in the western district appeared at No. 7 Police Station to take out fresh licences, Inspector Collett, with whom the idea of re-enforcing the provision mentioned originated, explained what would be required of them in future, and warned them what would happen if they failed to comply with the Ordinance. This was done in order to lessen the possibility of accidents occurring in view of the extra tram service which is to be run to West Point. The first prosecutions took place at the Magistracy yesterday, when Mr. F. A. Hazeland fined three truck owners \$5 apiece, and we understand there are several cases pending.

The West Point police are only doing their duty in enforcing this Ordinance, but if it be true, as is stated, that truck owners in other districts have not received a warning such as that issued by Inspector Collett, then it is obviously unfair that if they appear in the West Point district after sunset, they should be prosecuted for failing to comply with a provision which has not been made known to them. Other district inspectors, even if they do not intend to enforce the provisions of the Ordinance, should be instructed to inform carriers in their districts how matters stand in the West. Thus needless prosecutions and considerable trouble would be averted.

ALLEGED TRIPLE MURDER.

MUTINY ON A JUNK

A few facts of what promises to be a startling story when the police think fit to reveal it were gathered by our Police Court representative on Aug. 17. It appears that on the morning of the 2nd instant the crew of a junk, lying at anchor in Deep Bay, without any warning burst into the cabin and murdered the master, his wife and son. They also thought they had killed a nephew of the master, whom they threw overboard. The deed, however, was not properly done. The water appears to have revived the young man, who after swimming for six hours was picked up by a passing junk and brought to Kowloon, where he immediately reported the matter, and further stated that the mutineers had kidnapped his cousin, a girl aged 16 years. It was the 4th instant when this story was made known to Inspector Langley, and immediately detectives were despatched to pick up the trail of the pirates. It has been a difficult, almost hopeless, task, but it would appear that perseverance has been rewarded. We understand that five men have been arrested on a junk near Macao, but whether they have been identified is not yet stated.

The Report and Accounts of The Astor House Hotel Co., Ltd. [Shanghai], should make pleasant reading to shareholders. A carefully prepared table shows that during the last five years \$168,536.00 has been written off as depreciation and this is exclusive of a further sum of over \$50,000 for upkeep which has been treated in a similar manner. Ranked amongst the assets is a cash balance of \$118,994.94, itself a very healthy sign, and the accounts generally show methodical treatment and safe working. The balance available for distribution is \$99,978.19, over \$12,000 more than last year, and out of this the Directors propose to pay a dividend of 12 per cent. plus \$15,000 to reserve and carry forward \$8,418.19.

MACAO.

[FROM OUR CORRESPONDENT.]

August 13th.

THE "TAI-LONG" BANK.

I hear that the depositors are to receive only ten per cent. of their money in this liquidation, although some creditors are paid in full. I believe there is property in China, which the creditors cannot touch. Our Government should have an arrangement with the Chinese Government to meet such cases.

A SEISMOGRAPH.

Owing to the earthquakes which so alarmed the inhabitants of Macao last year, the Government has just acquired a seismograph. The instrument, which was ordered from Japan, arrived here in seven cases by the *Heungshan* a few days ago. I understand that it will be placed in the Penha Observatory and will be controlled by the Harbour Master.

THE MOUNTED POLICE.

Baron Cadore, who went over to your Colony last week, returned to Macao last Saturday by the *Heungshan* with another batch of Chinese ponies and Australian horses for the Mounted Police of this city.

SIR MATTHEW NATHAN'S VISIT.

I hope your Governor was satisfied with the reception accorded to him by the Government and the people on his recent visit to Macao, as every arrangement for his reception was impromptu. His Excellency could not have been much impressed with the state of our harbour, as although he came over in a small Government tender, the vessel got stuck in the mud for some time, and Senhor Montenegro had to send a boat some miles out to inform Sir Matthew that he was a welcome visitor. When will the Government and the people of Macao become less ignominiously unapproachable?

August 14th.

THE CITY IN DARKNESS.

For the past few nights the streets of Macao have been in total darkness. The electric light has again failed, and we have not even the old kerosene lamps. We are much annoyed and surprised at the indifference of the *Lea Senado*. If this institution is not going to take this matter up seriously, I think it is high time for the inhabitants to appeal to H. E. Senhor Montenegro to interfere.

NAVAL AND MILITARY ACTIVITY.

Our soldiers, sailors and police are displaying great activity. Drills are taking place every morning and afternoon, and the gunboat *Rio Lima* is outside at the "Rada" for manoeuvring and gun practice.

CANTON.

[FROM OUR CORRESPONDENT.]

August 16th.

EUROPEANS FIRED UPON.

It is reported that several Europeans from the Shameen went out to picnic in a houseboat towed by a launch last Sunday afternoon. On their way home at about 10 p.m., when up the river about an hour's distance from Canton, some of the party were playing bridge in the saloon, and others were enjoying the cool breeze on deck. Suddenly those on deck heard the report of a gun fired from shore. A bullet whistled just above their heads. Fortunately it was a dark night, and they had the presence of mind to order all the lights to be immediately put out. There were no more shots.

ANTI-OPIMUM PROCESSION.

It appears that some Chinese have recognised the evil of opium smoking. Great excitement was shown in the city to-day, by the organization of an anti-opium procession, which passed through the main streets carrying banners with characters on them exhorting the people not to smoke opium. There were also banners bearing sarcastic remarks against opium smokers. Several persons on horseback were dressed up in Indian costumes, representing the "hated cultivators of that terrible drug". Many half-starved beggars were dressed to show the physical effects of habitual smoking. It was a very interesting sight.

THE FUTURE OF SHAMEEN.

The *Canton Daily News* of August 11th says: Chefoo, a much smaller port than Canton, both as regards trade and shipping and foreign population, has for the past two years, been struggling to get the administration of local affairs into its own hands. In April last the foreign residents applied to Peking for a settlement, with self-governing powers, and forwarded a scheme they had drawn up for a species of Municipal Council to take charge of the repairing and cleaning of the streets, sewers, etc., to grant various licences to shops, public-houses, boats etc., and to institute a police force for the protection of foreigners and the maintenance of the peace.

An answer has now been received from Prince Ch'ing to the effect that the Chinese authorities will take that part of Chefoo, that has been considered up to the present a foreign concession, under their own administration and will raise the funds necessary for municipal buildings, etc., by means of a Chinese Provincial loan, of 100,000 taels. A public meeting has been called to consider the matter and a strenuous fight is expected. But, nevertheless, we believe that the efforts of the Chefooites will be in vain, as there exists no paragraph in any treaty to bind the Chinese in the matter, and the—to the Chinese, unfortunately, well known—jealousy of the Powers hinders the taking of energetic measures, a state of things that more than once has militated against the obtaining of various advantages by our own people here in Shameen.

For instance, in the spring of 1902 everything was favourable to an enlarging of the settlement; the situation of China, at that time, just after the Boxer troubles, being such that she was unable to refuse anything the Powers jointly demanded. A new international concession was actually granted by the high Chinese authorities in Canton at Fati, but its position was not definitely fixed upon. America, where Imperialism was just in its genesis, did not at that time trouble herself much in the matter, but she was willing to join the other powers in obtaining a settlement provided that it was international. England would agree if the others did, and the same applies to Germany. France alone stood out. The site selected was on the Fati side of the river from the railway terminus to Messrs. Arnhold, Karberg & Co.'s oil works, but France wanted a concession for herself and had chosen a piece of land on the Honam side. Then England and Germany declined to support an international settlement without the concurrence of France and demanded concessions for themselves. But as America would not agree to this the whole matter was postponed—indeinitely.

Under present conditions there is no chance of getting fresh territory here, but we still have some little room in Shameen for fresh buildings. Shameenites should wake up. The time will soon come when even the little remaining vacant land will have been built upon. When the Chinese merchants of Canton will put aside their present folly and set to work in earnest to construct their railway. No ground will be then to be had for building purposes and foreigners wishing to open new businesses or extend their old ones will be forced to go to Fati or Honam, and do so under Chinese administration.

Much, it is plain, has been lost in the past, but we can surely take steps to safeguard the future. There prevails too much regard for "old custom" among the old-time China residents of Shameen. They seem to consider that what has gone on for twenty years and more can do so indefinitely. They are "conscientious objectors" to any form of change. But time does not stand still, however we may wish it to do so. China has changed, and is still changing; moving forward, we hope, too, and foreigners who wish to remain "in the swim" must move forward also. Stagnation means retrogression, and unless Shameen desires to abandon the race in favour of the first competitor, it must take steps in time for its own development. The most vigorous efforts must be made to keep the shipping, and the improvement of the river, under its own control; more strenuous efforts at cooperation must come into play; the Chinese authorities must be met and defeated on their own ground. What the

merchants have accomplished in Tientsin, and elsewhere in China, can surely also be accomplished here.

The same journal had previously said:—So many new houses are in course of construction, or have been already finished, that the old Shameen is gaining quite a new appearance. On the Bund in the English concession is the fine new building of Butterfield and Swire, somewhat farther on, the palace of the new German Consulate. On the Canton side is situated the new large hong of Messrs. Reiss & Co, the new fine Masonic Hall, which was inaugurated last Sunday, down the river on the Bund the new building of Mr. Danby, in which at present Mr. and Mrs. Zundel reside, the next building on the corner, belonging to the East Asiatic Trading Co., has been enlarged by another storey, etc. In course of construction are the hong of Messrs. Arnhold, Karberg & Co., which will be a large fine compound too, the three new houses for the International Bank and other firms, the new house opposite Messrs. Watson & Company; some other new constructions are under consideration. In the French concession the new customs buildings, of which the foundations have just been laid, will provide quarters for a good number of customs officials whose removal there will leave other residences free.

There should now be space in Shameen for enterprising merchants to establish branches here—up to the present room has been very scarce and we have often heard that given for the reason why new firms do not open here, Canton with its two million inhabitants and its immense possibilities of trade could surely support more than the present number of firms who live by it. If trade at present is somewhat dull, such periods are always followed by more lively ones.

CANTON AND BRITISH IMPORTS.

A BREACH OF TREATY.

Our Canton correspondent writes, on the 10th instant:—

Some time ago I reported an official seizure of zinc sheeting from the Man-shing Company, and subsequently informed you that the authorities, recognising that there was no question of contraband, had cancelled the proceedings and ordered the return of the goods. It is easy to be prematurely grateful, in China. Three days ago, the Man-shing manager was called before the Nam-hoi and told he must pay a tax of five dollars a picul on the zinc, altogether \$13.70, and a fine of sixty dollars in addition. Subsequently the Court offered to let him off on payment of forty dollars!

This is characteristically Chinese procedure. The Yuen Wo-kung-ze monopolists ignore existing treaties, and seem determined to discourage Chinese importers from dealing direct with Europeans. These zinc sheets could not be contraband: they were legally imported and sold: this article does not enter the class of goods prohibited: and local dealers are entitled to import it. I understand the matter has been brought to the knowledge of the British Consul-General, who, I trust, will see that treaty rights are respected in this as in other cases.

THE RAILWAY FUNDS.

ANOTHER CHECKMATE FOR VICEROY SHUM.

[From the *Chung Ngai San Po*.]

A reply to a telegram sent by Mr. Chau Kang-yu and others, merchants interested in the Canton-Hankow Railway, has come. It orders that all the funds in hand are to be deposited in some bank or banks in which the shareholders themselves have confidence; and that a statement of accounts be rendered immediately, so as to allay their justifiable suspicions.

It says the Board of Commerce considers the views of the merchants quite reasonable, and that Viceroy Shum and Taotai Cheng have been informed accordingly. They are to see that the funds are delivered up with proper accounts, so that the Company may be properly entered in the records, and then the shareholders will be willing to pay the balance of their shares.

CORRESPONDENCE.

THE OPIUM QUESTION.

TO THE EDITOR OF THE "DAILY PRESS."

August 17th, 1906.

SIR,—Owing in part to the remarkable ignorance displayed by Mr. Winston Churchill with regard to the scandals attendant on the system of opium farming, and also in part to the actual scandal which has recently occurred in the Colony in that connection, your columns, and those of your contemporaries, have of late contained not infrequent notices of the present condition of the opium trade. It may therefore interest your readers to know that the following petition, signed by the ministers and senior missionaries of the British churches and missions in Hongkong, was recently sent in to the Government.

H. E. the Governor has kindly promised to give the matter his careful consideration. —I am, etc.,

J. C. VICTORIA.

St. Paul's College.

TO H.E. SIR MATTHEW NATHAN, K.C.M.G., GOVERNOR, ETC.,

SIR,—At a time when the House of Commons has just passed a resolution "That this House reaffirms its conviction that the Indo-Chinese opium trade is morally indefensible and requests His Majesty's Government to take such steps as may be necessary for bringing it to a speedy close," it seems to us that it will not be inopportune to present a humble address to your Excellency, and the Government of this Colony, with reference to the system on which the traffic in opium is conducted in Hongkong.

But before we do this we would venture to call your Excellency's attention to the striking consensus of opinion which appears to prevail now in various parts of the world with regard to the use of opium. In China more than one of the high officials of the empire have declared against its use, and have issued, or are about to issue, regulations to check it within their own jurisdictions; and the Viceroy of Nankin has undertaken to present to the Imperial Government a petition against the trade in opium, which is now in course of signature by the missionaries at work in China.

The Government of Japan absolutely prohibits its use by its own people, and has passed stringent laws in order to eradicate its use from amongst the Chinese resident within its dominions. The Government of the Philippines after an exhaustive inquiry into the subject conducted by a Commission specially appointed for the purpose, has decided to adopt measures with regard to the use of opium in the Philippines almost identical with those of Japan.

To pass on to our own Colonies in Australia the Commonwealth Government, acting on the initiative taken by the Chinese community, has issued a proclamation, prohibiting the importation of opium into Australia, except for medicinal use, from the 1st January, 1906. The Transvaal has passed a yet more stringent measure of prohibition. In short, on all sides there is evidence of a sincere desire to prohibit, or to limit so far as possible, the traffic in, and use of, opium.

Your petitioners are earnestly desirous that the relationship of the Hongkong Government to the traffic should be amended. For, in our opinion, the present system of farming, which is in operation in this Colony, tends directly to encourage the use of opium and for this encouragement the Government is responsible. The Government is interested in getting as much revenue as possible, and by calling for tenders stimulates competition on the part of those who bid for the right of farming, to increase their bids for that right as much as possible. The opium farmer must get his money back, and therefore he uses every means in his power to encourage the use of opium. He pushes his business to the utmost extent. The Philippine Commission, in summing up the conclusion which it had formed, strongly condemns the system of farming for the following reasons:—

(a) The farmer endeavours to increase his profits by extending his business, and so the use of opium is increased.

(b) Extensive smuggling also exists under this system as found in those countries visited by the Committee.

(c) The matter of raising a revenue by such a system exposes the Government to misapprehension and detraction.

(d) It is hardly moral to delegate to an individual, not a representative of the people, such authority in the way of supervising, detecting, and policing as the farmer usually exercises. To exercise such authority is a function of the Government only. (Report of Philippine Commission p. 46).

Again in discussing the conditions of the traffic in Java, where farming had been tried and abandoned, as was also the case in Saigon, the Committee write:—

"The old system of farming out the sale of opium, in fact, not only was counteracted in practice, as far as the gradual reduction of the consumption of that drug was concerned, but it was also a source of corruption and bribery of government employees on the part of Chinese farmers, who were tempted to extend the sale of the drug to persons who were unauthorized to buy it. It was also the cause of frequent disturbances, in cases where it was employed by unprincipled persons as a means of revenge. These persons would surreptitiously place opium in the houses of private persons, and then maliciously and falsely accuse them of possessing opium clandestinely. The principle reason for the abandonment of this system was that the farmer, in order to push his business, exhausted all available means to extend the sale of his merchandise." (*ibid.* p. 38).

The experience in Hongkong has not been very dissimilar to that in Java.

Your petitioners are not prepared to make a recommendation to the Government with regard to what alternative system of dealing with the use of opium, whether by high tariff, or high license, or prohibition, or government monopoly (which last is recommended by the Philippine Commission), it would be best to adopt in Hongkong. To do so would be beyond our province. What we do most earnestly desire is this: that our Government should be clean handed in this matter, and should use its great influence and authority to check rather than to encourage the use of this injurious drug. With this end in view we would conclude with two definite petitions to your Excellency:—

(1) That your Excellency will cause careful inquiry to be made, by Commission or otherwise, as to what may be the best method by which the Government may check and, if possible, in time entirely abolish, the use of opium, except for medicinal purposes, in this Colony.

(2) That your Excellency will give instructions that the pupils in the public schools of this Colony shall be taught the evil and debasing results of the opium habit; and that the primers of hygiene, used as text books in the said schools, shall include the necessary information on this matter.

With regard to this matter of education, we would beg leave to add a quotation from the evidence of a Japanese pastor, resident in Formosa, which is supported by the evidence of many others.

"There is no one factor that more strongly influences the young generation against the opium vice than the instructions given them in the public schools regarding the poisonous and pernicious effects produced by the drug. The Chinese youth are slowly learning the Japanese language, and with it are acquiring Japanese ideas and ideals, among which the idea most deeply inculcated is the perniciousness and disgrace of the opium vice, for which they are taught to have an abhorrence." (*ibid.* p. 63).

At the same time, however, we would point out, and we doubt not that your Excellency will agree with us, that so long as the Government encourages rather than checks the opium vice instruction in the schools will be of little avail.

Therefore, your petitioners would humbly pray, etc.

We have the honour to be,
Sir,

Your Excellency's most obedient servants.
J. C. VICTORIA.

THOMAS W. PEARCE, Senior Missionary in Hongkong of the L.M.S.

W. BANISTER, Archdeacon of Hongkong, Secretary, Church Missionary Society.
C. R. BONE, Chairman of the District, and General Superintendent of Wesleyan Missionary Society.

J. H. FRANCE, Seamen's Chaplain.
E. J. BARNETT, Warden, St. Stephen's College.

A. J. SEVENS, Chaplain, St. Andrew's Kowloon, and pro tem. in charge St. John's Cathedral.

C. H. HICKLING, Minister of Union Church.

GEORGE A. BUNBURY, Principal of St. Paul's College.

ANOTHER WEST RIVER PIRACY.

Another of the numerous piracies committed on native craft on the West River took place on Friday, when a steam launch, said to have been flying the British flag, was attacked at Tang Chioh. As in the case of the *Sainam* the pirates embarked in the guise of passengers, but when challenged by the military guard on board, they at once produced revolvers. The six robbers who embarked at Tang Chioh were joined by three others who had boarded the vessel at Wuchow. They fired on the soldiers, one of whom was killed and fell overboard, while four were injured. Then the pirates took charge of the launch and ran her down stream to a spot where other men came on board with rifles. Afterwards they proceeded below Wuchow and landed their booty and made off, the crew then taking the launch back to Wuchow, where the matter was reported.

INTERPORT CRICKET.

WHOM TO SHANGHAI?

In response to a pressing invitation from the Shanghai Cricket Club it has been decided to send an XI. to Shanghai about the end of September to play Shanghai and probably Tientsin.

No actual sailing date has been fixed, but at the moment the P. & O. *Nile* leaving Hongkong on 30th September seems to be the most convenient. The committee, however, hope to be able to arrange for the team to arrive in Shanghai on Saturday, 29th September, to meet the wishes of the Shanghai Cricket Club who would like the games to commence on Monday and Tuesday, October 1st and 2nd, as both these days are public holidays.

The following players are requested by the committee to practice at the nets on the Cricket Ground on and after Monday, 13th instant, and to inform the secretary at once whether they are able (if selected) to go with the team:—

1 W. C. D. Turner	12 Maj. Chichester,
2 T. E. Pearce	D.A.G.G.
3 C. H. Mackay	13 Dr. H. E. Stanger-
4 R. E. O. Bird	Leathes, 119th
5 Capt. H. W. Smith,	Inf.
R.A.	14 Lt. Hope, R.A.
6 W. H. Woodward	15 H. W. Arthur
7 Walter Dixon	16 W. A. Pwell
8 Lt. Lucy, R.A.	17 Lt. Col. Price
9 Lt. Ussher, 119th	18 W. J. Daniel
Inf.	19 Walter Daniel
10 G. E. Morrell	20 Lt. J. M. C. Doran,
11 H. R. Phelps	A.S.C.C.

The committee will be glad to receive suggestions for additions to the selected list.

A. R. LOWE,
Secretary.

Hongkong Cricket Club.

The net profit for last half-year of the Kobe Gas Co. was Y6,128, out of which the preference shareholders received a dividend of 4 per cent., which absorbed Y5,042, the balance going to the reserve. The company has not been a success so far. Its working capital has been twice increased, and now stands at Y350,000; and recently the proposal was approved to further increase the capital to Y700,000, which will permit of a great extension of business. Seven thousand new 12 per cent. preference shares, each of Y50, are to be issued and will be allotted to shareholders at the rate of one for each old share.

CHINA PORTS AND TRADE.

In the course of his report on the trade of Tientsin for the years 1904-5 Mr. Consul-General Hopkins has some interesting observations to make, which we reproduce. "Since 1895," says Mr. Hopkins, "the position of Tientsin among the leading ports of China has undergone a radical change, and this change, as might be surmised, dates from the years 1900 and 1911, when Tientsin was engulfed in the whirlpool of the Boxer outbreak, the extent of the influence of which cannot yet be accurately gauged. Placing Shanghai in a class by itself, it will be found that a keen struggle for the second place has been maintained by Tientsin, Hankow and Canton. There are two phases in this struggle during the past decade, separated from each other by the abnormal years referred to above. As regards the first phase, it may be gathered from the customs tables that Tientsin was ahead of its rivals in imports, far away behind them in exports (not including re-exports), and in the total trade maintained a lead over Canton and approached closely to Hankow, which it even passed in 1898. But a very different story is told after 1901. Thanks to a large increase in its imports, Tientsin retained its superiority in that line over both Hankow and Canton, but the former went ahead on the total for 1902. In 1903, however, Hankow passed Tientsin in imports and in the total, while for the first time in the 10 years the total trade for Canton exceeded that of Tientsin. In 1904 the same occurred again, Hankow increasing its lead considerably. The following are the figures for the three ports in 1904 and for Tientsin in 1905. The figures for Tientsin in both years include the trade of Chinwangtao:—

	IMPORTS. Tael.	EXPORTS. Tael.	TOTAL. Tael.
1904.			
Hankow ...	84,819,608	63,085,050	147,904,658
Canton ...	53,497,039	43,361,439	96,858,478
Tientsin ...	63,799,860	18,207,981	82,007,841
1905.			
Tientsin ...	104,591,670	17,773,318	122,364,988

Hankow, however, is Tientsin's antagonist in the struggle for existence, apart from that for supremacy. It is true that both ports supply and draw upon districts more or less their own, but there is a certain area common to both, and though it is perhaps too early to speculate on the possible result of the completion of the Peking-Hankow railway and though it cannot yet be stated for certain whether the effects of the Boxer outbreak are likely to be permanent, or even whether the alteration in the respective positions of the two ports is due to that outbreak, still it behoves the Tientsin merchant to bestir himself and to seek out and remedy, if possible, the causes of the comparative retrogression of his port.

"The fact remains that the initial advantages of Hankow in being situated on a large and central waterway, the ramifications of which tap some of the richest districts of China, and at the point of convergence of the Peking-Hankow and the projected Canton-Hankow and Szechuan-Hankow railways, are immeasurably superior to any that can be credited to Tientsin. Moreover, Hankow has what Tientsin has not, an export trade that is not too hopelessly outweighed by its import trade and is therefore becoming far the largest market. And, to quote the words of Mr. Jamieson, Commercial Attaché to his Majesty's Legation, 'Tientsin would do well not to forget that large markets possess large powers of attraction.' At the same time it cannot be denied that the vested interests in Tientsin are far greater than those in Hankow, and the business of the northern port is characterised by an energy and a push in which the river port is sadly lacking.

"Of late years it has been customary to make British Consular officers the scapegoats for the failure of British trade to keep pace with its foreign competitors, but a cursory inspection of the archives of any Consulate in China will show that the fault lies to a great extent with the inability or unwillingness of the British merchant at home to adapt himself to new ways and with his general ignorance of the conditions of trade and life in so distant a country as China. It is interesting to examine the letters from merchants in the United Kingdom applying to a Consul to assist them in extending their business in his district. A brief prelimi-

nary study of Consular and other trade reports would make it abundantly clear to many of these merchants either that there was no market for their wares or that there was a better market elsewhere in China. A glance at such letters received at his Majesty's Consulate-General, Tientsin, during 1905 will give an idea of what is meant. Three applications were received from makers of musical instruments who had heard of the proposed institution in China of military bands and wished their names brought to the notice of the authorities concerned. One application came from a manufacturer of paper mill machinery, who also wished to be brought in touch with the Chinese Government. There are inquiries from a manufacturer of tools, of corks, of goods for electrical purposes, of iron and steel tubes, and of cream, from a supplier of groceries and a contractor for dredging operations and the supply of dredging machinery, all of whom wished to learn whether there was any opening for them to utilise with a view to expanding their business. These applications were reasonable and justified by statements in various trade reports and by the requirements of the port. In another class, however, should be placed the merchants and manufacturers who were looking to Tientsin to increase their sales of diving apparatus, sanitary earthenware, brakes for cycles, agricultural implements, pneumatic golf balls, aseptic hospital furniture, or motor vehicles, of which the demand for some does not exist and for others is very small and supplied by the wholesale importers in Shanghai. One applicant wished to export China wood oil to Canada. A reference to the customs tables would have shown to him that, so far from being exported from Tientsin, this article is imported. On the other hand, in 1904 the export from Shanghai was 204,674 cwt. and from Hankow was 545,839 cwt. Another writer wished to import ginseng into Tientsin, having gathered vaguely that there was a demand for this article in China. So there is, but not in Tientsin, for in 1906 no more than 445 lbs. were imported, whereas during the same year in Hankow the import was 47,46 lbs., of which 20,545 lbs. were re-exported, and in Shanghai the net import was 212,822 lbs. Numerous suggestions have been made as to how this state of affairs might be remedied and the almost universal consensus of opinion to be gleaned from the reports of his Majesty's Consuls in China, is that the only method of pushing British manufactures is by means of Chinese-speaking commercial travellers, with numerous samples of their goods and working models of their machinery. One might even take a leaf out of the book of the Viceroy of Chihli, who has already taken practical steps in helping the trade of his district by the establishment of a commercial museum in which are exhibited specimens of every article made in the province and to each article is attached a ticket giving the address of the makers, the price, &c.

JAPAN'S FOREIGN TRADE.

The figures for Japan's foreign trade during the first six months of the current year show a total of 399,720,279 yen, against 429,230,814 yen during the corresponding period of 1905, a reduction of 29,510,535 yen.

The signal fall in imports. These aggregated 286,462,861 yen in 1905 and only 223,049,561 yen in the current year, a diminution of 63,413,300 yen. On the other hand, exports increased from 142,767,953 yen in 1905 to 176,670,718 yen in 1906, being a development of 33,902,765 yen.

Doubtless, this result will be welcomed by Japanese economists since the unfavourable balance of trade, which was 143,694,908 yen in the first six months of 1905, fell during the corresponding period of the current year to 46,378,843 yen. It is probable that the three months of July, August and September will see heavy importations in anticipation of the new statutory tariff's operation, but on the whole the excess imports will probably not be greater than it was in 1904.

The customs duties collected during the period under review were 19,797,231 yen against 17,561,956 yen in 1905, and 9,682,469 yen in

1894. Thus in two years the Treasury's semi-annual revenue from this source has been more than doubled, owing to the operation of the last revision of the statutory tariff. The Treasury claims that the increased scale of duties which is to come into operation from October 1 is imposed solely for the sake of revenue and not at all for protective purposes. If we look to the year 1895—the year after the conclusion of the revised treaty with Great Britain—and observe that the customs duties then brought to the Treasury a revenue of only 6,634,542 yen, whereas the revenue this year will probably be in the neighbourhood of 50 millions, we obtain a striking example of the financial benefit Japan has derived from the new régime. Her income from customs dues alone will soon suffice to pay the interest on her whole foreign debt, greatly as the war increased it.

The growth of the export trade has been spread with tolerable uniformity over all the principal staples. As for the groups that exhibit the most marked increases, they are "Beverages and Comestibles" (4 million yen in round numbers), "Metals and Metal Manufactures" (4½ millions), "Textiles" (Yarns, Thread and their Raw Materials) (10½ millions), and "Miscellaneous" (11 millions). The other increases are few and insignificant.

In imports the diminution, which amounts in all to 63,413,300 yen, is spread over the whole range of staples with a very few exceptions.—*Japan Mail*.

COMPANIES.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The ordinary half-yearly meeting of shareholders in the Hongkong and Shanghai Banking Corporation was held at the City Hall on August 18th. Mr. A. Haupt, chairman of directors, presided, and there were present—Messrs. G. H. Medhurst, J. Goetz, Hon. Mr. W. J. Gresson, Messrs. C. R. Lanzmann, D. M. Nissim, A. J. Raymond, N. A. Siebs, H. A. W. Slade and H. E. Tomkins (directors). Mr. H. E. R. Hunter (acting chief manager) Messrs. E. C. Ray, H. N. Mody, A. Hancock, E. Georg, C. W. May, J. C. Peter, R. R. Hynd, D. Forbes, A. F. Warrack, C. J. Gonsalves, K. D. Gazdar, Lo Cheung-shin, Ho Kom-tong, Cheung Pui-kai, A. Stott, F. G. Schrotter, A. G. Wood, J. J. Leiria, G. L. Tomlin, W. H. Ray, W. H. Polts, E. J. Barrett, S. Hancock, W. H. T. Davis, Hon. Mr. E. A. Hewatt, Messrs. Murray Stewart, H. Percy Smith, W. H. Wickham, B. Layton, J. A. Jupp, and O. Von der Heyde.

Mr. HUNTER having read the notice convening the meeting.

The CHAIRMAN read the report, after which he said:—Gentlemen,—It is my pleasing duty to address you on a report which I think you will all agree is a most satisfactory one, and I hope you will approve of our recommendation to distribute the profits in paying a dividend of £1. 15/- per share, placing \$750,000 to Silver Reserve Fund, and carrying forward the balance of \$1,712,472.37. Comparing the balance sheet with that of the 31st December last we find that, as usual in the June half-year, our Notes in Circulation are less. There is a reduction of \$47 lacs. Gold and Silver current accounts show comparatively little change. Fixed Deposits in Gold show a small increase; those in Silver are lower by \$38 lacs. These reductions are reflected on the other side of the account. Our Cash at \$411 lacs is \$62 lacs less, but, as security for an excess Note Circulation of \$43 lacs, we have in addition \$85 lacs of coin deposited with the Hongkong Government. Bills Payable show a reduction of \$59½ lacs, due to the fact that we had no Call Loans outstanding. It suited us to take advantage of a favourable discount market. In this connection you will observe that Bills of Exchange rediscounted outstanding on 30th June amounted to £5,150,877. 8. 10. This is an increase of £744,008 11. 2. compared with 31st December,

With the increase in these figures we see a reduction of \$129 lacs in Bills Receivable. Against \$62 lacs of Bullion in Hand and in Transit on 31st December we now show only \$9 lacs. During the six months under review China has required to import little or no silver. Bills Discounted Loans and Credits have increased \$28 lacs. Indian Government Rupee paper, Consols and other securities stand at \$9,624,716 87 as against \$11,344,370.38 in the previous balance sheet. Bank Premises Account has increased, from \$1,107,110.54 to \$1,379,392.36. As you are all aware our building here in Hongkong is no longer large enough for our requirements. In the meantime we are making structural alterations to give us immediate relief and, to provide for the future, your Directors deemed it advisable to acquire the block immediately to the west of our present building and to the north of the premises of the Chartered Bank. We have also acquired a suitable site for an office of our own in Sourabaya. The building is in course of erection. We now come to the Sterling Reserve Fund which, as you know, is invested in Consols and other first class securities. It is our duty to keep these securities up to what we consider a safe realizable value of £1,000,000 sterling, and we are therefore sure you will approve of our having augmented them by the purchase of £28,000 2½ per cent. Consols out of current profits. At market prices on 30th June these securities were worth £1,065,045, equivalent to \$10,023,952.94 at current rate of exchange. As regards the Silver Reserve Fund, if you approve of the proposed addition, it will stand at \$10,250,000 or \$2½ lacs more than our capital. Gentlemen, the handsome dividends distributed for many years, increased only when your Directors and management were convinced that the earning power of the Bank warranted it, (the last instance of this being one year ago), bear solid testimony to the wisdom of building up our reserves (applause). It is this policy, steadily pursued, which has enabled us to prosper continuously in the face of keen and increasing competition, and I feel confident it has your approval (applause). Before passing on from the accounts, I should like to take the opportunity of reminding you that fluctuations in balances are apt to be misleading. Our silver figures include equivalents at current rates of large amounts in protected and fixed currencies, in addition to Gold Current Accounts and Fixed Deposits which alone amount to nearly £10,000,000 sterling; therefore our totals in silver must go up or down according as exchange fluctuates and quite independently of other causes. The true guide to our progress or otherwise is our turnover and profits. You will be glad to hear that the former continues to grow and despite dollar trade during the six months under review we are able to record a large increase of business. The resulting profits speak for themselves. When we met you six months ago there was general confidence that on the opening of the Northern ports in the spring we should see an improved demand for foreign manufactures. This, however, has not been the case and, as a consequence, stocks in the North have accumulated. Owing to a shortage in the rice crop in the two Kwang provinces and the diminished Canton silk crop we are also passing through dull times in the South. The reckless minting of copper cash and silver subsidiary coins by the provincial governments in China is also responsible in no small degree for the present depression; the natural result being a serious curtailment in the purchasing power of these coins. It is satisfactory, however, to note that the Central Government is now alive to the danger involved, so far as the minting of copper cash is concerned, and that steps have been taken to restrict the output. Better crops may temporarily reduce the discount on silver subsidiary coins in the South, but the only cure is the proper regulation and control of the Canton Mint. Notwithstanding the adverse circumstances I am glad to be in a position to state that during the past six weeks an improvement in trade has been apparent and, although business continues dull at the moment, still, we may reasonably hope for a revival after the full and unhampered opening of Manchuria to foreign commerce. This has been officially notified to take effect from 1st September next. We have to deplore the serious earthquake at

San Francisco which called forth the sympathy of the whole world. Our sympathy is now coupled with admiration for the high-spirited manner in which the calamity has been met and for the splendid determination since displayed in restoring this great centre of Pacific trade. Although naturally put to inconvenience, I am glad to say we suffered no loss, and our business has been carried on without interruption, thanks to the energy of our agent (applause). It was with great regret we heard of the death of Mr. H. M. Bevis in May. During his long service of 31 years, latterly in Shanghai, Mr. Bevis was deservedly popular both in and out of the Bank. By his death we lose a loyal servant, an able and most successful manager. Our Chief Manager, Mr. J. R. M. Smith, left for Europe on furlough on the 30th May; we expect him back early next year. During this four years' management Mr. Smith has enabled us to place before you a succession of splendid reports (applause). Increased returns to shareholders and the strong position our Bank is in to-day, testify more eloquently than I can to his unsparring devotion to our interests, and your Directors are glad of this opportunity to record their high appreciation of his services and also of those of the Managers, Agents and Staff generally, without whose efficient co-operation these results could not have been achieved (applause). Mr. Hunter, recently our manager in Shanghai, who is well known to you all, and in whom your Directors have every confidence, has been appointed Acting Chief Manager during Mr. Smith's absence (applause). Before moving the adoption of the report and accounts I shall be pleased to answer any questions.

There being no questions, the CHAIRMAN proposed the adoption of the report and accounts as presented.

Hon. Mr. E. A. Hewett seconded. He said—After the very lucid explanation given by the Chairman very little remains for me to say. In view of the manner in which the meeting has received the statement with regard to the building up of the reserve fund it is quite unnecessary for me to say that I feel confident the very sound policy adopted by the Bank for many years past will meet with the entire approval of the shareholders (applause). With regard to the purchase of property the Bank has followed a very sound principle. It is a further demonstration, if one is required, of the increasing needs of the Bank owing to the increasing business. It is to be trusted that the Chinese Government have at length awakened to the danger of the reckless issue of subsidiary coinage. Many representations have been made to that Government of late years on the subject both by the diplomatic and commercial bodies in China, and it is to be hoped that these representations will take effect very shortly. I am sure we all endorse the remarks of the Chairman as to the regret we felt at the death of Mr. Bevis, who had been for so long connected with the Bank and had rendered faithful service to it. He had been associated with the Bank for a very long period and to many of us he was a warm personal friend. The only other point to which I wish to refer is that regarding the Chief Manager, Mr. Smith. It is very satisfactory to find that the Chief Manager has been able to produce so satisfactory reports, and that the business enabled him to give increasingly satisfactory reports (applause). I beg to second the adoption of the report and accounts.

The adoption of the report and accounts was carried unanimously.

Mr. STEWART proposed the confirmation of the appointment of Mr. H. E. Tomkins and the Hon. Mr. W. J. Gresson as directors.

Mr. DAVIS seconded, and the motion was unanimously carried.

The CHAIRMAN—That is all the business of the meeting, gentlemen. Thank you for your attendance. Dividend warrants will be ready on Monday.

Mr. E. C. RAY—I am sure you will all join with me in passing a hearty vote of thanks to the Directors, the Chief Manager, and the staff generally for the very full account they have rendered to us to-day (applause).

The CHAIRMAN—On behalf of the Directors and the members of the staff I thank you for your kind words (applause).

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

The ordinary half-yearly meeting of shareholders in this Company was held at the office of the company, Hotel Mansions, on the 14th August. Mr. E. Goetz presided and there were also present—Messrs. N. A. Slets, A. Haupt, T. A. Gomez, C. Lensmann, E. Fuhrmann and A. Babington (directors), Captain W. E. Clark (acting secretary), Messrs. A. H. M. da Silva, J. Arnold, W. H. Potts, F. E. Ellis, E. J. Moses, S. H. Michael, A. Denison, T. F. Hough, G. de Champeaux, J. J. Leiria and Captain G. F. Morrison.

The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen,—With your permission I will follow the usual custom and consider the accounts for the half-year as read. Before proceeding with the report and accounts now before us, I feel it to be my duty to give expressions to the deep regret of the board at the recent piratical outrage enacted on board the steamer *Suinam*, causing the untimely death of the Rev. Dr. Macdonald and the wounding of Captain Joslin, Engineer Seggie, the four Indian watchmen and several of the crew. Our heartfelt sympathy is thus publicly expressed to the widow and fatherless children of the late Dr. Macdonald, also to those officers and members of the crew who have suffered in the execution of their duty. The Company, together with the other joint owners, Messrs. Jardine, Matheson & Co., agents, Indo-China Steam Navigation Co., and Messrs. Butterfield & Swire, agents, China Navigation Co., have made strong representations to H.B.M. Consul-General at Canton claiming redress for this outrage against the British flag; that he will cause to be brought to speedy justice the perpetrators of this criminal and murderous attack on our ship, passengers and crew, and that adequate steps be at once taken by the Chinese authorities with a view to protect us once and for all against a repetition of such molestation and loss. We are carrying on trade in accordance with rights conferred upon us by treaty with a friendly Power. Our arrangements are made for times of peace, but in view of the bad old reputation of the delta, we, at great expense, take extra precautions calculated to cope with any ordinary trouble that may arise, but we cannot be expected to provide against such a sudden and cunningly devised set of war against our vessel and crew while under the shelter of the British flag. Rest assured, gentlemen, that, as joint owners and managers, with the assistance of our Canton agents, Messrs. Deacon & Co., everything has been done and will be done to bring this matter through to a final and successful issue as far as in our power lies. I will now refer to the items of the report and accounts as presented. You will notice the repair account for this half-year has been extraordinary, due to new wood decks being laid on two of our steamers and other extra repairs which will not occur again in many years. This was necessitated by the steel decks corroding in places, becoming a constant heavy expense for repairs, and as this deck is the third-class passengers' deck, your directors under expert advice concluded that wooden decks would be more comfortable and convenient for our deck passengers. In my speech to you at last meeting due mention was made of the contemplation of these works being carried out. The total of these large items is \$27,000, and, as you will see, your directors have decided that a share of same, namely, \$15,000, shall be borne chargeable to the current six months working. The charges for this half-year's docking will, under ordinary circumstances, be very light. During the early part of the summer it was decided by your board to employ the steamer *Heungshan* more fully in the Hongkong-Macao trade by running a Sunday excursion, and thereby competing with greater advantage against the serious opposition on the line. With this end in view it was necessary to instal an electric light plant, which is now nearing completion. The whole fleet of steamers is now in first-class condition, the electric plants put into better order and electric fans fitted in the passenger state-rooms of our Canton and

Macao steamers. This great convenience is very much appreciated by the travelling public in the summer season. Keen competition on all the lines operated by the company, and adverse condition of trade by exceptionally low rates and constantly increasing loss by exchange on subsidiary coinage, of which a very large portion of our revenue is derived, and trade generally, during the period under review, has been very dull. I will mention one article of export from Canton of which we only carried 5,082 tons against 12,825 tons of corresponding period 1905. The working of the West River service continues to be very unprofitable, especially the Hongkong-Kong Moon line, and as a consequence your directors recently decided, together with the other joint owners, to withdraw the steamer *Tak Hing*, thus abandoning this line. Judicious economies have been effected without impairing the efficiency of the service, and we hope by this means to counterbalance to some extent the increasing expenses that burden the company. Turning to the balance sheet, I don't think there is any item that calls for special comment; I will merely remark that, as usual, our investments in stocks stand at a figure well within their market value, and that for every loan on mortgage there is a satisfactory margin. Before proposing the adoption of the report and accounts as presented, I shall be pleased to answer any question bearing upon same which shareholders may wish to ask.

There being no questions, the CHAIRMAN proposed the adoption of the report and accounts.

Mr. DENISON seconded, and the proposition was confirmed.

Mr. MOSES moved that the appointment of Mr. A. Babington to the Board of Directors be confirmed, also that Messrs. F. A. Gomez and W. A. C. Cruickshank, retiring members, be re-elected.

Mr. SILVA seconded, and the motion was carried.

The retiring auditors, Messrs. A. O'D. Gourdin and W. H. Potts, were re-elected on the motion of Mr. HOUGH, seconded by Captain MORRISON.

The CHAIRMAN—That concludes the business of the meeting, gentlemen. Dividend warrants will be ready early to-morrow. Thank you very much for your attendance.

CHEFOO MUNICIPALITY.

CHINA REFUSES HOME RULE.

The foreign residents of Chefoo are not permitted to establish, as they desired to do, a municipal government. Prince Ching's reply to Mr. Rockhill acknowledges receipt of a communication from "Their Excellencies the Baron de Mumm, Sir Ernest Satow, Mr. Du-bail, and yourself," to the effect that the foreign merchants and residents of Chefoo have long desired to ask the consent of China to the establishment there of a sort of Municipal Council to take charge of the repairing and cleaning of the streets, sewers, etc.; this Council, moreover, should be permitted to grant licenses for the establishment of public markets, theatres, dairies, laundries, butcher shops, wine shops, and places to rent boats, horses, carts, etc.; it should be empowered to institute a police force also, for the maintenance of peace; the merchants of Chefoo have therefore drawn up a draft of some Rules and Regulations which they had sent to the Diplomatic Body in Peking for their consideration. The Diplomatic Body having delegated Your Excellencies to take the matter up on its behalf, you sent me a copy of the Rules and Regulations for my consideration, expressing the sincere hope that I would, after a fair deliberation on the matter, consent to their being put into operation, as this would not only be beneficial as regards the health of the community, but would improve and beautify the port, and make it easier to control the foreigners who live there.

In reply, Prince Ching says:—

"The Customs Taotai and Commissioner of Customs at Chefoo have discussed this matter thoroughly a number of times. They propose to do as was done at Ningpo and Soochow, viz., to let China herself raise the funds and carry

out the plans. It is therefore proposed that Tls. 100,000 be raised in the Province of Chihli and Shangtung for the necessary expenses; that experienced Police Works officials be selected and appointed to proceed to Chefoo to assist in the management of the affairs; that the charts prepared and the Regulations proposed by the Consular Body be duly consulted, to the end that mutually satisfactory results may be obtained. Should the funds mentioned be insufficient, then money can be obtained by establishing a system of licenses in the port. We trust that you will present this scheme to the Ministers in Peking for their consideration."

A meeting of local residents was held to consider the reply, of which they strongly disapproved. They would have "their own municipality or nothing." There is quite a flavour of diplomacy about the following paragraph from the *Chefoo Daily News*.—

An exceedingly interesting document, and one which would undoubtedly cause legal minds to investigate whether or not a demand for a municipality might be based on it, was presented and read by Mr. Lyman. The writer of the same did not disclose his identity. The document dealt with international negotiations concerning Chefoo, and it may prove the trump card in securing for Chefoo a foreign-controlled municipality.

JAPANESE GUNBOAT LAUNCHED AT SHANGHAI.

The launching and the naming ceremony of the new Japanese river-gunboat *Fushimi* took place at the Japanese Naval Yard, Pootung, on August 8th. There were in all about one hundred guests, amongst whom were Mr. Eitaki, Consul-General for Japan; Mr. F. Y. Matsukata, Vice-Consul; Admiral Taketomi, commanding the Japanese South China Squadron; the officers of H. M. S. *Alacrity*, with the exception of Capt. Leatham, who was engaged in H. M. S. *Supreme* court; the Commander and officers of the Russian gunboat *Manjour*; the officers and men of the Japanese cruiser *Takahio* and gunboats *Uji* and *Sumida*; Mr. W. A. Carlson, Harbour Master; Dr. Gilbert Reid, President of the American Association; and several prominent residents.

The *Fushimi* had taken the water the previous evening and was lying just off the shore, looking very trim and neat, and gaily decorated. Suspended on the port side of the gunboat was a globe of red and white silk, containing several pigeons and little paper tokens of good luck. From this a silk thread extended to a table on the shore, where stood Admiral Taketomi, surrounded by the officials and guests, with the crews of the Japanese men-of-war forming a rear-guard. At 4 p.m. Admiral Taketomi severed the thread with a chisel, and immediately the silk globe opened into red and white streamers and released the pigeons and the tokens of good luck. Then amidst a chorus of the Japanese National Anthem, played by the band of the flagship *Takahio*, the *Fushimi* glided slowly ahead. It was a very pretty ceremony and perfectly carried out.

The company then adjourned to a large hall in the Dock Company's building, where wines and light refreshments were served and speeches were the order of the day. In proposing success to the *Fushimi*, Mr. Matsukata, manager of the Kawasaki Dockyard Co., after extending a hearty welcome to the visitors, said that since its inception the Company had constructed 173 vessels, but this was the first occasion on which they had undertaken such a large piece of work abroad. It had been a big undertaking, but he thought it had been carried out most successfully, and everything had gone most smoothly, thanks to their naval superintending officer. Work on the *Fushimi* would be completed in a few days, and the new gunboat would then become an active portion of the great Japanese navy.

Admiral Taketomi thanked the management of the Dockyard for inviting him to be present, and said it had given him great pleasure to accept their invitation. Small as the *Fushimi* was, he felt sure she would ably fulfil her part of the noble duty on the waters of China in common with the rest of the Japanese South

China Squadron, of which he was pleased she was to become a unit. The work of construction had been carried out in every way as was to be expected of the Kawasaki Dock Co. Before concluding, it gave him very great pleasure to announce the refloating that morning of the battleship *Mikasa*, the flagship of Admiral Togo, of whose noble and splendid—almost majestic—career throughout the late war they were all cognisant. Everybody present, not excepting the officers of the Russian navy, who had so kindly attended, would, he felt sure, welcome the news that the *Mikasa* was once more afloat. In conclusion, he asked all present to drink to the future success and prosperity of the Kawasaki Dockyard Co.

Mr. Eitaki, Consul-General, then proposed prosperity to the Imperial Navy. He referred to the increase in the tonnage of the Navy since the beginning of the late war, and said that although the *Fushimi* would not materially increase the tonnage, it was none the less an important addition; its particular purpose being for the protection of Japanese commercial interests on the Yangtze River. In conclusion he called for "binzais" for the Imperial Japanese navy.

In a short speech, Dr. Gilbert Reid extended, on behalf of the guests, the heartiest congratulations to the Kawasaki Dock Company upon their work in the construction of the new river gunboat, which he hoped would be the precursor of greater things in the way of the naval construction at this yard.

The *Fushimi* when completed will be the speediest and most powerful shallow-draught gunboat on the river. Her dimensions are: length between perpendiculars, 160 feet; breadth, 24 ft. 6 in.; draft, loaded, 2 ft. 3 in.; displacement, 180 tons; and her designed speed is to be 14 knots.

A NEW STEAMBOAT SERVICE.

With characteristic enterprise the Toyo Kisen Kaisha is about to inaugurate a steamboat service from the East to South America. The *Kasato Maru*, which is to make the opening run, is at present in Hongkong, where she leaves in a few days for Japan, whence she will sail to Callao with Chinese and Japanese coolies and some cargo, afterwards proceeding to Valparaiso on what might be called a prospecting trip.

The *Kasato Maru* is a ship with a history. Built in England for Russian owners under the name of *Kazan*, she was used as a transport by the Russian Government, but was sunk at Port Arthur to prevent capture. However, she was raised and employed by the Japanese Government as a troopship. Since the war ended, and the Naval Department having no present use for her, the authorities, following an example already set, handed her over to the Toyo Kisen Kaisha on condition that they kept her in repair and ready for Government requirements.

In inaugurating this service the Company are opening up a new trade. With the exception of some Chinese, who chartered vessels and made the journey when special inducements offered, they are practically the first to try this new route. The possibilities of developing a remunerative trade between Japan and Callao are certainly very real, and the result should be beneficial to others than the owners.

Depending chiefly on coolie passengers, the *Kasato Maru* is well adapted for that class of work. In fact she is too good for it, and doubtless her excellent accommodation will be utilised for a better class of travellers as occasion offers. Commanded by Captain Filmer, the son of an old servant of the Company, she is in able hands and should make the most of her capacity.

It is interesting to note that the journey from Yokohama to Callao will occupy about 33 days.

The end of next month should witness the arrival in Hongkong of the second steamer placed on the run. The *Kusuhō Maru*, another steamer which was transferred from Russian owners during the war, has a speed of over 19 knots, and should prove a valuable agent in the development of commercial relations between Japan and South America.

COMMERCIAL.

TEA.

HANKOW, 8th August, 1906.—Business reported since the 1st ult., is as under:—

	1906.	1905.
Settlements ...	9,984	39,801
Shipments to Shanghai on Native account ...	8,301	4,347

The following are statistics at date compared with the corresponding circular of last season, viz., 9th August, 1905.

	1906.	1905.
HANKOW TEA. 1-Chests.	1-Chests.	1-Chests.
Settlements ...	304,139	424,783
Shipments to Shanghai on Native account ...	6,421	7,205
Stock ...	58,076	33,005
Arrivals ...	428,636	404,993
KIUKIANG TEA. 1-Chests.	1-Chests.	1-Chests.
Settlements ...	158,018	176,401
Shipments to Shanghai on Native account ...	1,880	3,404
Stock ...	10,215	5,993
Arrivals ...	170,113	185,858

Messrs. Welch, Lewis & Co.'s Report of August 4th, 1906, states:—Our last tea market advices were dated 23rd ult. Black Tea: The only business to report is in second crop Ningchow at Tls. 23-28 per picul, and two chops of Oonam Tea at Tls. 15-17 per picul. Arrivals to date:—12,106 half-chests against 10,726 half-chests same date last year. Settlements to date:—2,606 half-chests against 3,226 half-chests same date last year. Green Teas:—Pingsueys:—During the interval practically no business has been put through, the market is very weak and a smart decline may be looked for. Country Teas:—Supplies have come forward fairly freely and met with a good demand at fully previous rates. "Crack" chops of Tien-kai have been settled at Tls. 25-28 against Tls. 33-38 for the first packs last year. Moyune "Crack" chops have been fixed at Tls. 34-40 against Tls. 43-50 for the same Teas last year. Fychows, Wenchows and Local Packs:—These Teas have been in demand at prices that show no change on our last quotations. Stock is small. Hysons:—The Market during the past week has declined Tls. 3-5 per picul from top prices. The market closes very weak with little doing. Sou Mees:—The demand for shipment to Batoum has slackened off, and although we are unable to quote any decline, Teamen are willing to sell at prices once refused. Foong Mees:—Late settlements show a drop of Tls. 2-3 per picul from top prices. Teamen are trying to force sales of "Good" quality as these Teas are in fair supply. Small leaf Sou Mees:—These Teas have been in strong demand and the market is practically cleared of stock.

OPIUM.

HONGKONG, August 18th.

Quotations are:—Allowance net to 1 catty.		
Malwa New	\$950	to — per picul.
Malwa Old	\$1000	to — do.
Malwa Older	\$1050	to — do.
Malwa Very Old	\$1100	to — do.
Persian Fine Quality	\$700	to — do.
Persian Extra Fine	\$780	to — do.
Patna New	\$970	to — per chest.
Patna Old	\$970	to — do.
Benares New	\$920	to — do.
Benares Old	\$900	to — do.

PIECE GOODS.

Messrs. Noel, Murray & Co.'s Report on the Shanghai Piece Goods Trade, dated Shanghai 9th August, 1906, states:—Another interrupted week has been encountered, but whether or no the holidays, so welcome at this season of the year, have actually been the cause of the almost total cessation of business is a question against which may be put a very big query. One thing is certain, and that is the market is deadly dull. There is next to no enquiry as regards fresh business, clearances are very indifferent and confined for the most part to goods that have been in the book for weeks and weeks. But still there seems to be a sort of undercurrent of confidence in the future, and dealers who have the control of special chops of goods are not altogether neglecting the provision of their requirements ahead, but at the same time are acting cautiously, as might well be in face of the strong markets at the producing centres. For the most part, however, import houses are doing

their best to discourage this forward buying, and would feel much more comfortable if stocks were reduced to more normal dimensions. It is satisfactory to learn that energetic measures are being taken to relieve the stringency in the river market, but there is still a great deal of unrest in the country, though so far no very serious occurrences have taken place. From Ningpo the report comes that the first crop of rice has turned out very satisfactorily, but in most of the districts in the Yangtze valley there is already too much water, while more is feared, and this it is that is deterring the country people from laying in stocks of goods. In spite of the unfavourable reports and pessimistic views expressed about the Newchwang trade, owing to the recent financial troubles there, her buyers have been about the only ones in evidence this week. They have bought both piece goods and yarn; and though not to any great extent, it is having a decidedly encouraging effect here. Tientsin continues quiet and shipments thence only moderate, but still, as shown by the last two or three week's figures, the market there is by no means moribund. Chefoo and Kiaochow are taking fair supplies and quite a good assortment. Ningpo is not so brisk as it might be, but with more competition on the line, and consequently reduced freights, some stimulus may be given to the trade. The off-take for the river ports is improving. Manchester is keeping very firm, but only a moderate enquiry exists for this market. The heavier Shirts and Mexican T-shirts are all dearer. For Dyed Cottons quotations are slightly easier, and some prints have been obtained on rather better terms. The Liverpool quotations for spot cottons are 5.90d. for Mid-American and 10.5d. for Egyptian. No special news concerning the American crop has yet come to hand, nor have we heard of a recent price for futures. The July export of plain cottons was 29,000,000 yards to Hongkong, and 1,000 bales yarn to Shanghai alone. The total figures for the seven months show a falling off of 27,000,000 yards in plain cottons and 27,000,000 yards in dyed goods as compared with last year, while prints are 6,500,000 yards in excess. A moderate business has been done in yarns for the River and Newchwang market at fairly steady to firm prices. Cotton is higher rather. Very nearly if not the whole of the current business this week has been done at the auctions, at all events from first hands, and although not showing any decided weakness were mostly in favour of the buyers.

MISCELLANEOUS EXPORTS.

HANKOW, 8th August, 1906:—The prices quoted are for the net shipping weight excluding cost of packing for export:—	
Cowhides, Best Selected...	Tls. 36.00
Do. Seconds	32.00
Buffalo Hides, Best Selected	18.00
Goatskins, untanned, chiefly white color	(nom.)
Buffalo Horns, average 3-lbs. each	8.00
White-China Grass, Wuchang and or	
Poochi	11.00
White-China Grass, Sinshan and or Chayu	10.00
Green China Grass, Szechuen	13.00
Jute	5.50
White Vegetable Tallow, Kinchow	10.40
White Vegetable Tallow, Pingchow and or Macheng	10.20
White Vegetable Tallow, Mongyu	9.50
Green Vegetable Tallow, Kiyu	9.50
Animal Tallow	10.00
Gallnuts, usual shape	16.00
Do. Plum do.	19.00
Tobacco, Tingchow	(nom.)
Do. Wouklong	()
Black Bristles	113.00
Feathers, Grey and or White Duck	(nom.)
Wild Duck	()
Turmeric	3.50
Sesamum Seed	4.00
Sesamum Seed Oil	7.50
Vegetable Tallow Seed Oil	(nom.)
Wood Oil	8.60
Tea Oil	(nom.)

Per steamer Pingsuey, sailed on 1st August. For Havre or London or Hamburg:—120 bales canes. For London:—25 cases bulbs, 115 boxes tea, 300 bales waste silk, 2,134 packages firecrackers, 23 cases cigars, 92 cases m.o.p. shell, 25 cases chinaware, &c., 100 casks soy, 144 bales canes. For London or Cont:—125 cases bristles. For London or Continental Ports:—150 boxes tea. For Hamburg:—30 bales feathers, 230 bales canes. For Manchester:—100 bales waste silk. For Swansea:—783 bags ore. For Amsterdam:—371 rolls matting, 50 bales cassia, 50 cases cassia. For Antwerp:—50 rolls matting, 327 bags ore, 65 bales feathers, 305 bales bamboo scraps.

Per steamer Patroclus, sailed on 9th August. For Marseilles or Havre:—7 boxes feathers. For Havre or continent:—4 boxes human hair, 100 cases camphor. For Alexandria:—300 cases cassia. Trieste:—100 bales waste silk. For Antwerp:—60 rolls matting. For Amsterdam:—218 bags coffee. For Rotterdam:—300 cases cassia. For London:—410 bales mats, 113 half chests tea, 901 boxes tea, 200 bales waste silk, 103 casks soy, 44 packages sundries.

Per P. & O. s.s. Moldavia, sailed on 11th Aug. For London:—1,216 packages tea, 65 bales raw silk, 2 cases silks, 407 bales waste silk, 3 cases feathers, 6 cases curios, &c., 7 cases camphor, 2 packages sundries, 70 packages merchandise. For Hamburg:—8 cases bristles. For Manchester:—50 bales waste silk. For Milan:—20 bales raw silk. For St. chamond:—10 bales raw silk. For Lyons:—331 bales raw silk. For Marseilles:—100 bales waste silk, 478 bales raw silk, 3 cases feathers, 9 packages human hair.

Per steamer Astyanax, sailed on 12th August. For Beyreuth:—100 cases cassia lignae. For Genoa:—26 rolls matting. For Marseilles:—20 bales waste silk, 10 cases human hair, 50 cases staranised. For Marseilles and Havre:—19 cases human hair.

Per P. & O. steamer Nubia, sailed on 16th Aug. For London:—100 bales hemp, 150 bales waste silk, 173 cases chinaware, 30 cases palm leaf fans, 20 cases private effects, 3 cases rattanware, 6 cases empty flasks, 2 cases feathers, 1 case silks. For Marseilles or Havre:—52 cases camphor. For London or Liverpool:—50 bales hemp. For London or Hamburg:—10 cases bristles. For Glasgow:—7 cases chinaware. For Liverpool:—100 bales hemp. For Marseilles:—10 cases human hair.

HONGKONG QUOTATIONS.

HONGKONG, 17th August, 1906.

Apricot	\$18	to \$24
Borax	\$19	" \$21
Cassia	\$13	" \$18
Cloves	\$22	" \$34
Camphor	\$155	" \$160
Cow Bezoar	\$120	" \$165
Fennel Seed	\$6	" —
Galangal	\$2	" \$4
Grapes	\$14	" —
Kismis	\$10	" \$15
Glue	\$26	" —
Olibanum	\$4	" \$11
Oil Sandalwood	\$250	" \$325
.. Rosa	\$50	" \$100
.. Cassia	\$152	" —
Raisins	\$8	" \$10
Senna Leaves	\$2	" \$5
Sandalwood	\$29	" —
Saltpetre	\$11	" —

EXCHANGE.

MONDAY, Aug. 20th.

ON LONDON.—	
Telegraphic Transfer	2/11
Bank Bills, on demand	2 1/2
Bank Bills, at 30 days' sight	2/11
LONDON.—	
Bank Bills at 4 months' sight	2/11
Credits, at 4 months' sight	2/2 1/2
Documentary Bills, 4 months' sight	2/2 1/2
ON PARIS.—Bank Bills, on demand	249 1/2
Credits 4 months' sight	273 1/2
ON GERMANY.—On demand	219
ON NEW YORK.—Bank Bills, on demand	51 1/2
Credits, 60 days' sight	52 1/2
ON BOMBAY.—Telegraphic Transfer	159 1/2
Bank, on demand	159 1/2
ON CALCUTTA.—Telegraphic Transfer	159 1/2
Bank, on demand	159 1/2
ON SHANGHAI.—Bank, at sight	72 1/2
Private, 30 days' sight	73 1/2
ON YOKOHAMA.—On demand	104 1/2
ON MANILA.—On demand	04 1/2
ON SINGAPORE.—On demand	9 1/2 p.c.p.m.
ON BATAVIA.—On demand	129
ON HAIPHONG.—On demand	2 1/2 p.c.p.m.
ON SAIGON.—On demand	2 p.c.p.m.
ON BANGKOK.—On demand	62 1/2
SOVEREIGNS, Bank's Buying Rate	\$9.25
GOLD LEAF, 100 fine, per tael	\$49.30
SILVER, per oz.	30 1/2

FREIGHT.

From Hankow per Conference Steamers.—To London and Northern Continental ports 46/- per ton of 40 c. ft. plus river freight. To Genoa, Marseilles or Havre 41/6 per ton of 40 c. ft. plus river freight. To New York (via Suez) 32/- per ton of 40 c. ft. plus river freight. To New York (via Suez) Tea 39/6 per ton of 40 c. ft. plus river freight. To New York (overland) Tea 4/- 11 cents per lb. gross, plus river freight. To Shanghai: Tea and General Cargo, Tls. 1.60 to 1.80 per ton, weight or measurement.

SHARE REPORTS.

HONGKONG, 17th August, 1906.—The market during the week has been very difficult, and orders both for buying and selling hard to execute at quoted rates. The volume of business has been but small, and we have no special features to report.

BANKS.—Hongkong and Shanghai have been placed at \$850 and close steady at that rate; the London price has improved to £94. 10. Nationals remain unchanged and without business.

MARINE INSURANCES.—With the exception of Cantons, which have fallen to \$330 without sales, we have nothing to report under this heading.

FIRE INSURANCES.—China Fires have been negotiated at \$91, and more are wanted at that rate. Hongkongs continue in demand at \$320, but we have heard of no business.

SHIPPING.—Hongkong, Canton and Macao Steamboats have ruled with buyers at \$27½ cum dividend paid on the 15th inst., and close with buyers at \$26½ ex div. Indos have further improved their position, and after sales at \$71, \$72, and \$73 are now in request at the last named rate. On time sales have been effected for the end of the year at \$75 and \$76. Douglases continue quiet and neglected at \$47. China and Manilas have found buyers at \$21 and close with buyers at that. Shell Transports have been placed during the week at 27/6, and later at 27s., the market closing with buyers at the latter rate. We have nothing else to report under this heading.

REFINERIES.—China Sugars have ruled weaker, owing to the approaching settlements, and sales have been effected at \$130 and later at \$147½, the market closing quiet with sellers at the latter rate. Luzons have been done at \$21 and \$21½, and more could be placed at the latter rate.

MINING.—Raubs in the early part of the week ruled weaker, and sales were effected at \$6½ and \$6½; towards the close, however, with a reported better crushing, shares again came into request and the rate again rose to \$7, at which more shares are wanted.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have continued to rule weak, and at time of closing sellers at \$152 rule the market. Kowloon Wharves remain neglected and without business. Shanghai Docks have been placed at Tls. 98½ and Tls. 98, the market closing rather easier with no buyers over Tls. 97. New Amoy Docks continue neglected and without business.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have changed hands in small lots at \$110, and close with further sellers at that rate. Hotels have been placed at the reduced rate of \$120, closing with buyers at that rate. We have nothing else to report under this heading.

COTTON MILLS.—Ewos have been negotiated at Tls. 78 cash and at Tls 79 for September. Hongkongs have found further buyers at \$14½ and close in demand at that rate. We have no changes to report in the Northern Mills.

MISCELLANEOUS.—China Borneos have improved to \$12 after sales at \$10½, \$11 and \$11½. China Providents continue in demand at \$9.10 but no shares are forthcoming, and it is probable that buyers would spring the rate to \$9½ if sellers would meet them. Dairy Farms, Ices and Tramways are still enquired for, but we have no sales to report. Watsons have been placed at \$13 and close with buyers at that rate. China Light and Powers have improved to \$10½ without business. We have nothing else to report under this heading.

Closing quotations are as follows:—

COMPANY.	(PAID UP.)	QUOTATIONS.
Alhambra	\$200	\$100
Banks—		
Hongkong & S'hai..	\$125	\$850, sales London, £94.10
National B. of China A. Shares		£6 \$47
Bell's Asbestos E. A. ...	12s. 6d.	\$7
China-Borneo Co.	\$12	\$12, buyers
China Light & P. Co. ...	\$10	\$10½, buyers
China Provident	\$10	\$9.10, buyers
Cotton Mills—		
Ewo	Tls. 50	Tls. 78
Hongkong	\$10	\$14½, buyers
International	Tls. 75	Tls. 66
Laon Kung Mow	Tls. 100	Tls. 80
Soychee	Tls. 500	Tls. 300
Dairy Farm	\$6	\$17, buyers
Docks & Wharves—		
H. & K. Wharf & G. ...	\$50	\$106
H. & W. Dock	\$50	\$152, sellers
New Amoy Dock	\$6½	\$18, sellers
Shanghai Dock and Eng. Co., Ltd.	Tls. 100	Tls. 98, buyers
S'hai & H. Wharf.	Tls. 100	Tls. 240, buyers
Fenwick & Co., Geo. ...	\$25	\$22, sellers
G. Island Cement. ...	\$10	\$22½, sellers
Hongkong & C. Gas. ...	\$10	\$175, buyers
Hongkong Electric. ...	\$10	\$15, sellers
H. H. L. Tramways. ...	\$100	\$235, buyers
Hongkong Hotel Co. ...	\$50	\$120, sales & buy
Hongkong Ice Co.	\$25	\$236, buyers
Hongkong Rope Co. ...	\$10	\$29, sellers
H'kong S. Waterboat ...	\$10	\$8, sellers
Insurances—		
Canton	\$50	\$330, sellers
China Fire	\$20	\$91, buyers
China Traders	\$25	\$100, sellers
Hongkong Fire	\$50	\$320, buyers
North China	\$25	Tls. 85
Union	\$100	\$800
Yangtze	\$60	\$172½
Land and Buildings—		
H'kong Land Invest. ...	\$100	\$110, sales
Humphreys' Estate. ...	\$10	\$11½
Kowloon Land & B. ...	\$30	\$38
Shanghai Land	Tls. 50	Tls. 110
West Point Building ...	\$50	\$50, sellers
Mining—		
Charbonnages	Fcs. 250	\$450, nominal
Raubs	18.10	\$7, nominal
Philippine Co.	\$10	\$5
Refineries—		
China Sugar	\$100	\$147½, sellers
Luzon Sugar	\$100	\$21½, buyers
Steamship Companies		
China and Manila. ...	\$25	\$21, buyers
Douglas Steamship ...	\$50	\$47
H., Canton & M. ...	\$15	\$26½, x. d., buy
Indo-China S.N. Co. ...	\$10	\$73, buyers
Shell Transport Co. ...	\$1	27/6, sellers
Star Ferry	\$10	\$29, sellers
Do. New	\$5	\$20, sellers
Shanghai & H. Dyeing	\$50	nominal
South China M. Post. ...	\$25	\$19, buyers
Steam Laundry Co. ...	\$5	\$6
Stores & Dispensaries.		
Campbell, M. & Co. ...	\$10	\$32
Powell & Co., Wm. ...	\$10	\$104
Watkins	\$10	\$4½, sellers
Watson & Co., A. S. ...	\$10	\$13, sales
United Asbestos	\$4	\$8
Do. Founders	\$10	\$150

VERNON & SMYTH Brokers.

Messrs. J. P. Bisset & Co.'s Share Report for the week ending the 9th August, 1906, states:—We have only a very limited business to report during the past week, the two Bank holidays on the 6th and 7th interfering with the little

business that was doing. The principal feature in the market is the almost entire absence of any business in Shanghai Dock and Engineering Co. Shares. The Exchange to-day is quoted T/T on London 2/10½. Banks.—Hongkong and Shanghai Bank. No business reported. Hongkong quotes \$845, the latest London quotation is £92 5s. Marine and Fire Insurance.—No business reported. Shipping.—Indos. These have been dealt in at Tls. 51 and are enquired for at this rate. Shares could possibly be placed for December at Tls. 53. Shanghai Tug & Lighter Co. Shares have been placed at Tls. 60 and 61 ex. last div. Preference shares are quoted at par. Docks and Wharves.—Shanghai Dock & Engineering Co. Shares. There has not been one official transaction in the Stock Exchange during the week. There is, however, a disposition to buy, and we hear of a transaction for December at Tls. 95. The cash market is nominally Tls. 93. Shanghai and Hongkew Wharves.—The market continues steady for these. Cash shares have been placed at Tls. 231; Tls. 231½ August; 237½, 238 and 239 September. Sugars.—No business reported. Mining.—Weihaiwei Golds have been enquired for at \$2½ cum last call of \$1, but we hear of no business reported at this rate. Industrial.—Ewos have been placed at Tls. 80. Soy Chees are in demand at Tls. 315. Shanghai Ices have been placed at Tls. 28 and are wanted. China Flour Mills are quoted at Tls. 60. Maatschappij, &c., in Langkat. The market has remained steady during the week with sales at Tls. 225 August, Tls. 227 September, Tls. 230 October. Yesterday a transaction was reported at Tls. 227½ September. Only small lots of shares have changed hands. Sumatras are steady at quotations, no business. Kalumpung Rubbers have been placed at Tls. 33½. Stores and Hotels.—Hall & Holtz have been placed at Tls. 23½. Miscellaneous.—Telephones at Tls. 60. Loans.—6 per cent. Municipal Debentures are in strong demand. The only business reported is a sale of Shanghai & Hongkew Wharf 6 per cent. debentures at Tls. 90.

TONNAGE.

HONGKONG, 16th August.—There has been a good demand for tonnage during the past fortnight, particularly from Java to Hongkong and from Iloilo to North China ports. From Saigon to this, 13 cents per picul last; to Philippines, 22 cents per picul; to North Coast Java, 20 cents per picul. From Iloilo to this, 18 cents per picul; to Shanghai, Ningpo and Chinkiang, 26 cents; to Tientsin, 40 cents; to Japan, 27 cents. From North Coast Java to Hongkong, a number of steamers have been closed at rates ranging from 25 cents to 28 cents per picul. From Newchwang to Canton, 17 cents last. From Hongay to this, \$1.20; to Canton, \$1.60 per ton. South Japan Coal port to this, \$1.40 per ton last; to Hongay, \$1.30. The following are the settlements:—

Kowloon—German steamer, 1,487 tons, Moji to Hongkong, \$1.40 per ton.
Shahjehan—British steamer, 1,065 tons, Saigon to Hongkong, 10 cents per picul.
Nanshan—British steamer, 1,299 tons, Saigon to Hongkong, 12 cents per picul.
Signal—German steamer, 907 tons, Saigon to Hongkong, 13 cents per picul.
Lydia—German steamer, 1,772 tons, Saigon to Shanghai, 20 cents per picul.
Daguy—Norwegian steamer, 882 tons, Saigon to one port Philippines (25,000 piculs), 22 cents per picul.
Amara—British steamer, 1,586 tons, Saigon to one port Philippines (27,000 piculs), 21½ cents per picul.
Loyal—German steamer, 1,237 tons, Iloilo to Hongkong, \$5.50 lump sum.
Peik—Norwegian steamer, 741 tons, Iloilo to Hongkong, \$3.800 lump sum.
Norden—Norwegian steamer, 1,496 tons, three ports North Coast Java to Hongkong, 27 cents per picul.
Haltard—Norwegian steamer, 1,068 tons, two ports North Coast Java to Hongkong, private terms.
Quarta—German steamer, 1,146 tons, one port North Coast Java to Hongkong, 25 cents per picul.
Hilary—German steamer, 1,276 tons, Sourabaya to Hongkong, private terms.
Brand—Norwegian steamer, 1,519 tons, Sourabaya and Samarang to Hongkong, 26 cents per picul.
Tholma—Norwegian steamer, 1,187 tons, Sourabaya and Samarang to Hongkong, 26 cents per picul.
Drufar—Norwegian steamer, 1,102 tons, Saigon to one port North Coast Java and two ports North Coast Java to Hongkong, private terms.
Heinrich Menzell—German steamer, 1,189 tons, monthly, three months, at 3/- per ton gross

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

August—

ARRIVALS.

9, Arabia, German str., from Portland.
 9, Gregory Apcar, British str., from Calcutta.
 9, Koun Maru, Japanese str., from Moji.
 9, Moldavia, British str., from Shanghai.
 10, Apenrade, German str., from Pakhoi.
 10, Astyanax, British str., from Shanghai.
 10, Banca, British str., from London.
 10, Derwent, British str., from Saigon.
 10, Kanju Maru, Japanese str., from Swatow.
 10, Pindari, British str., from London.
 10, Rajah, German str., from Bangkok.
 10, S. Rickmers, British str., from Newchwang.
 10, Taiyuan, British str., from Kobe.
 10, Tean, British str., from Manila.
 10, Tji'iwong, Dutch str., from Moji.
 10, Weihora, British str., from Penang.
 10, Waterwitch, British str., from Swatow.
 10, Woodford, British str., from Moji.
 11, Dagrur, Norwegian str., from Bangkok.
 11, Kaga Maru, Japanese str., from Seattle.
 11, Kwongsang, British str., from Shanghai.
 11, Tiahow, British str., from Iloilo.
 12, Chowtai, German str., from Bangkok.
 12, Chunsang, British str., from Samarang.
 12, Haimun, British str., from Swatow.
 12, Hongkong, French str., from Haiphong.
 12, Ithaka, German str., from Swatow.
 12, Mathilde, German str., from Haiphong.
 12, Paoting, British str., from Shanghai.
 12, Yusan Alexandra, British str., from Newcastle.
 12, Tyd-us, British str., from Shanghai.
 12, Yangmoo, Korean str., from Kuchinotsu.
 13, Antenor, British str., from Liverpool.
 13, Borneo, German str., from Sandakan.
 13, Euphrate, French str., from Shanghai.
 13, Germania, German str., from Sydney.
 13, Hue, French str., from Haiphong.
 13, Kasado Maru, Jap. str., from Nagasaki.
 13, Kiyo Maru, Japanese str., from Kobe.
 13, Kwangtah, Chinese str., from Shanghai.
 13, Progres, German str., from K'chauwan.
 13, Riojun Maru, Japanese str., from Kobe.
 13, Rubi, British str., from Manila.
 13, Sierra Monera, British str., from Probolinggo.
 13, Sochu Maru, Japanese str., from Swatow.
 13, Tonawanda, British str., from S. Francisco.
 13, Tranquebar, Danish str., from Singapore.
 14, Charterhouse, British str., from Singapore.
 14, Chipshing, British str., from Chefoo.
 14, Emp. of India, British str., from Vancouver.
 14, Glenturret, British str., from Shanghai.
 14, Haitan, British str., from Coast Ports.
 14, Landrat Scheiff, Ger. str., from Hamburg.
 14, Merapi, French str., from Singapore.
 14, Orestes, British str., from Yokohama.
 14, Radnorshire, British str., from London.
 14, Sachsen, German str., from Bremen.
 15, China, American str., from San Francisco.
 15, Chowfa, German str., from Kohsiobang.
 15, Feiching, Chinese str., from Shanghai.
 15, Hailan, French str., from Pakhoi.
 15, Mongolia, British str., from San Francisco.
 15, Nubia, British str., from Yokohama.
 15, P. R. Luitpold, Ger. str., from Yokohama.
 15, Yuensang, British str., from Manila.
 16, Andree Rickmers, Ger. str., from Bangkok.
 16, Gloamin, British str., from Moji.
 16, Hongbee, British str., from Straits.
 16, Kouang Si, French str., from Antwerp.
 16, Kowloon, German str., from Moji.
 16, Kwangse, British str., from Amoy.
 16, Laertes, British str., from Saigon.
 16, Laisang, British str., from Calcutta.
 16, Marie, German str., from Kebao.
 16, Slavonia, German str., from Hamburg.
 16, Sungkiang, British str., from Cebu.
 16, Yochow, British str., from Shanghai.
 17, Cairo, Norwegian str., from Samarang.
 17, Kina, Danish str., from Woesung.
 17, Kohsiobang, German str., from Bangkok.
 17, Layton, Amr. troopship, from Cavite.
 17, Loyal, German str., from Iloilo.
 17, Masan Maru, Japanese str., from Swatow.
 17, Petohaburi, German str., from Swatow.
 17, Silesia, Austrian str., from Trieste.
 17, Spexia, German str., from Shanghai.
 17, Taming, British str., from Manila.
 18, Amoy, German str., from Amoy.
 18, Chiyuen, Chinese str., from Shanghai.
 18, Fooching, British str., from Shanghai.
 18, Haiching, British str., from Coast Ports.
 18, Hanoi, French str., from Haiphong.
 18, Holstein, German str., from Apia.

18, Johanne, German str., from Straits.
 18, Phu-yen, French str., from Saigon.
 18, Shoshu Maru, Jap. str., from Shanghai.
 18, Socotra, British str., from Antwerp.
 18, Tjimahi, Dutch str., from Maosassar.
 18, Tremont, American str., from Tacoma.
 18, Yeddo, British str., from Singapore.
 19, Cheangchow, British str., from Sourabaya.
 19, Liangchow, British str., from Swatow.
 19, Tientsin, British str., from Shanghai.
 19, Zingara, British str., from Xmas Island.

August—

DEPARTURES.

10, Akashi Maru, Japanese str., for Anping.
 10, Benledi, British str., for Nagasaki.
 10, Bingo Maru, Japanese str., for Shanghai.
 10, Chingwo, British str., for Kuchinotsu.
 10, Haimun, British str., for Swatow.
 10, Hansa, German cruiser, for home.
 10, Loongsang, British str., for Manila.
 10, Malta, British str., for Shanghai.
 10, Signal, German str., for Saigon.
 10, Yawata Maru, Jap. str., for Australia.
 11, Canton Maru, Japanese str., for Kobe.
 11, Capri, Italian str., for Bombay.
 11, Kaifong, British str., for Iloilo.
 11, LENNOX, British str., for Callao.
 11, Lisa, Swedish str., for Saigon.
 11, Loongsang, British str., for Manila.
 11, Lydia, German str., for Saigon.
 11, Moldavia, British str., for Europe.
 11, Patriot, British cable str., for Singapore.
 11, Sabine Rickmers, British str., for Canton.
 11, Taiyuan, British str., for Australia.
 11, Zafiro, British str., for Manila.
 12, Astyanax, British str., for Saigon.
 12, Choysang, British str., for Shanghai.
 12, Hongmoh, British str., for Amoy.
 12, Joshi Maru, Japanese str., for Tamsui.
 12, Keongwai, German str., for Swatow.
 12, Norden, Norwegian str., for Sourabaya.
 12, Pindari, British str., for Yokohama.
 12, Pronto, Norwegian str., for Newchwang.
 12, Taiwan, British str., for Saigon.
 12, Telemachus, British str., for Saigon.
 12, Th lma, Norwegian str., for Sourabaya.
 13, Banca, British str., for Yokohama.
 14, Apenrade, German str., for Hoihow.
 14, Arabia, German str., for Portland.
 14, Euphrate, French str., for Marseilles.
 14, Haimun, British str., for Coast Ports.
 14, Huichow, British str., for Weihaiwei.
 14, Kanju Maru, Jap. str., for Bangkok.
 14, Maohaw, German str., for Bangkok.
 14, Memuon, British str., for Cebu.
 14, Progres, Ger. str., for Kwangchauwan.
 14, Riojun Maru, Japanese str., for Bombay.
 14, Siberia, American str., for San Francisco.
 14, Suisang, British str., for Calcutta.
 14, Tean, British str., for Manila.
 14, Tji'iwong, Dutch str., for Batavia.
 14, Tranquebar, Danish str., for Shanghai.
 15, Antenor, British str., for Shanghai.
 15, Glenturret, British str., for London.
 15, Halvard, Norwegian str., for Java.
 15, Hongkong, French str., for Haiphong.
 15, Mathilde, German str., for Haiphong.
 15, Meefoo, Chinese str., for Shanghai.
 15, Nord, Norwegian str., for Saigon.
 15, Orestes, British str., for London.
 15, Rajah, German str., for Bangkok.
 15, Sachsen, German str., for Shanghai.
 15, Shaohsiung, British str., for Shanghai.
 15, Tiahow, British str., for Ningpo.
 15, Yangmoo, Korean str., for Kuchinotsu.
 15, Yangtze, British str., for Shanghai.
 16, Hue, French str., for Haiphong.
 16, Ithaka, German str., for Shanghai.
 16, Kalibia, British str., for Calcutta.
 16, Nubia, British str., for London.
 16, P. R. Luitpold, German str., for Europe.
 16, Quita, German str., for Sourabaya.
 16, Sochu Maru, Japanese str., for Swatow.
 16, Vienna, British str., for Brisbane.
 17, Dagrur, Norwegian str., for Bangkok.
 17, Gregory Apcar, British str., for Calcutta.
 17, Haitan, British str., for Coast Ports.
 17, Kasado Maru, Jap. str., for Valparaiso.
 17, Koun Maru, Japanese str., for Kobe.
 17, Landrat Scheiff, Ger. str., for Yokohama.
 17, Sabine Rickmers, British str., for Newchwang.
 17, Sierra Monera, British str., for Java.
 17, Yuensang, British str., for Manila.
 18, Drufar, Norwegian str., for Saigon.
 18, Hailan, French str., for Pakhoi.
 18, Kina, Danish str., for Singapore.
 18, Kouang Si, French str., for Kobe.
 18, Kwangse, British str., for Ch'ngkiang.
 18, Kwangtah, Chinese str., for Shanghai.

18, Marie, German str., for Shanghai.
 18, Radnorshire, British str., for Japan.
 18, Rubi, British str., for Manila.
 18, Slavonia, German str., for Shanghai.
 18, Tydeus, British str., for Liverpool.
 18, Woodford, British str., for Java.
 19, Charterhouse, British str., for Amoy.
 19, Hongbee, British str., for Amoy.
 19, Kwongsang, British str., for Shanghai.
 19, Masan Maru, Japanese str., for Tamsui.
 19, Socotra, British str., for Shanghai.

PASSENGERS.

ARRIVED.

Per *Moldavia*, from Shanghai for Hongkong, Mr. J. Barclay, Miss McKelvie, Misses Goodfellow, Messrs. F. J. Drakeford, F. D. Cheshire, O. Stader, E. A. Garcia, J. Fitzgerald, H. Witte, W. E. Kent and C. Bennett; for Singapore, Mr. and Mrs. Wills, Mr. M. Gilbar; for Penang, Mr. L. Kerr; for Colombo, Mrs. Broadmead and child; for London, Mr. A. C. Lofta, Mrs. Barber and infant, Mr. W. J. Dean; from Yokohama for Singapore, Mr. S. Shenton; for London, Miss Teale, Miss L. M. Willo, Miss Borne, Miss M. Averill, Mr. C. Robinson; from Kobe for Singapore, Mr. T. Adamji; for London, Mr. W. Connor.

Per *Empress of India*, from Vancouver, Revs. Andres and Gonzales, Comdr. B. L. Majendie, R.N., Messrs. W. M. Weston, H. E. Blunt, L. Gange and Gould; from Yokohama, Messrs. B. L. Brown, D. Graham, E. P. Jones and A. R. Firth; from Kobe, Mr. and Mrs. H. T. Richardson and 3 children; from Nagasaki, Mr. and Mrs. J. W. Jamieson; from Shanghai, Messrs. A. H. Turner and W. S. Davidson.

Per *Sachsen*, for Hongkong from Genoa, Messrs. G. Siebelthmick, Hans Rovors, J. Moller and Wilh. Fretsch; from Colombo, Messrs. W. C. Gaisberg, G. Dillun; from Singapore, Mr. Leeger; for Shanghai from Antwerp, Mr. Victor Springael; from Southampton, Messrs. W. Heck, F. Buckley, W. Beaumont; from Genoa, Messrs. Hugo Hoffstacker, O. Berger, Evan Merthens, H. Gensberger, George Cain, Walt. Frahm, H. A. Hervig; from Colombo, Mr. Mr. H. von Brockhausen, Mr. and Mrs. H. Roberts; for Kobe from Genoa, Dr. P. Shidori; for Yokohama from Antwerp, Miss M. Lamerz; from Genoa, Messrs. W. Paul, G. Bertazzoli, C. Rumpf, Otto Schume, Fritz J. Levi; from Penang, Messrs. Hans Wille, A. M. Clavier; from Singapore, Mr. G. F. Stevens.

Per *Prinz Regent Luitpold*, for Hongkong from Yokohama, Mr. J. Illmer; from Kobe, Mr. R. A. Martin and M. A. M. Ma'siev; from Nagasaki, Major J. F. Guilfoyle; from Shanghai, Messrs. Hans and von Schurbein, Miss R. Allen, Mr. Dannenberg, Mrs. White, Mrs. Brown, Mrs. Krater, Mrs. Georgetti, Messrs. Antonio Sorbino, August Frohlich, Panneman, Siebs and C. E. Helvie.

DEPARTED.

Per *Prinz Regent Luitpold*, for Hamburg, &c., Messrs. Altmann, Blau, Bairnson, Biechteler, Mrs. F. E. Barton, Messrs. Charles Bingasser, Beck, Mr. and Mrs. H. Belle and children, Mrs. Florence E. Barton, Mr. J. G. Brown, General Sir Henry Colville, K.C.M.G., Messrs. Corry, G. Compere, Leon Carmona, Dalton, W. S. Davidson, Fulwiler, Mr. and Mrs. Fulwiler, Rev. and Mrs. Foote and children, Messrs. Otto Gmur, Green, Gaul, Garret, S. C. Gould, R. Hazeltine, Hildebrandt, Josef Hloucho, Mrs. W. Hutzita, Messrs. M. B. de Jesus, Kehding, Mrs. F. Kehding, Dr. Kober, Mrs. Keeley, Messrs. Kracke, L. Krueger, Capt. Lyons, Mr. Fritz Muller, Mr. and Mrs. M. Moir, Messrs. Arthur Moran, L. McColl, J. S. McIntyre, Ormiston, V. P. Musso di Peralta, Miss C. H. Rurvinen, Messrs. M. H. Rueburs, Max von Schurbein, Hans von Schurbein, Stader, Mr. and Mrs. Stein, Messrs. Schrameyer, J. C. Steen, Smith, Inspector Textor, Mr. and Mrs. W. E. Weismann, Mr. Woodward, Mr. and Mrs. Welsh, Mrs. Walker, Miss Watkins, Mr. Oscar Zapp.

Per *Sachsen*, for Shanghai, Misses Siebert, V. d'Oliveira, Messrs. H. Schumacher, W. Schmidt, Th. Diehl, R. Ismail, C. A. Massberg, Dr. Ph. Rees; for Nagasaki, Mrs. L. Sternberg and children, Miss W. Sumay, Mrs. Haines; for Kobe, Mr. Murray; for Yokohama, Messrs. H. Springfield and Pedro de Leon.

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